

# THE ILLUSTRATED LONDON NEWS

Foreign Postage.

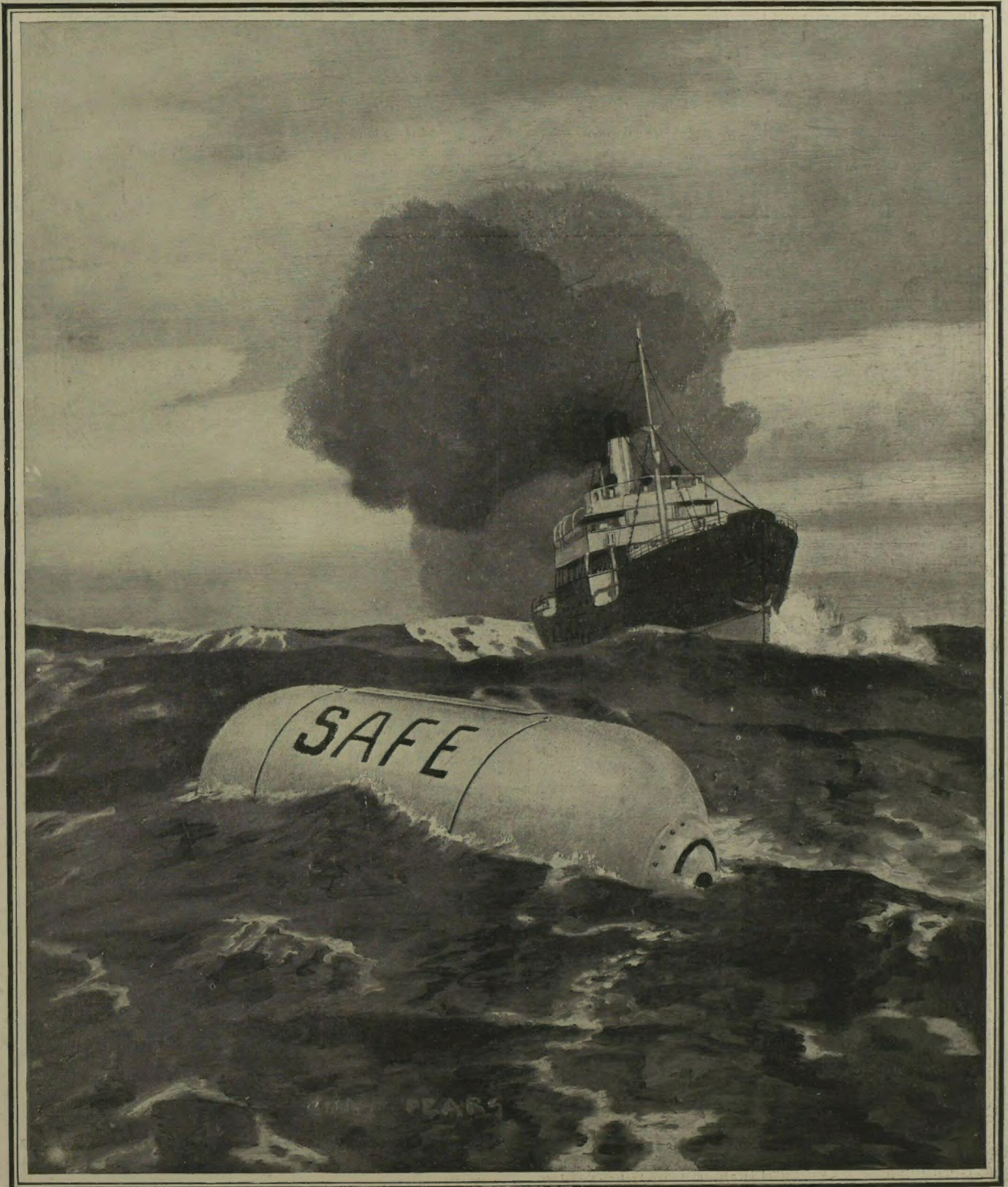
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SATURDAY, NOVEMBER 1, 1919.

ONE SHILLING.

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## A FLOATING SAFE: A DEVICE FOR GUARDING LETTERS AND VALUABLES AGAINST LOSS AT SEA.

As we have noted in a previous issue, this floating safe has been designed to prevent the loss of letters and valuables at sea, by the wreck of vessels carrying them. It has been adopted by the Netherlands Postal Service, for use on the mail steamers of the

Netherlands Steamship Company plying between Holland and the East Indies. Should the ship carrying it be sunk, the safe will float. Special stamps for the registered letters thus protected are obtainable at all Dutch post offices.

DRAWN BY CHARLES PEARCE. COPYRIGHTED IN THE UNITED STATES AND AMERICA.



# NAMES IN ALL MEN'S MOUTHS: PERSONALITIES OF THE HOUR.

PHOTOGRAPHS BY C.N., L.N.A., GERSCHEL, RUSSELL, ELLIOTT AND FRY, HOPPE, AND TOPICAL.



A LOSS TO SCIENCE: THE LATE 2ND LT. H. G. J. MOSELEY, R.E. Lieut. Moseley, a brilliant scientist, was killed in Gallipoli. Sir Oliver Lodge's opinion is given below.



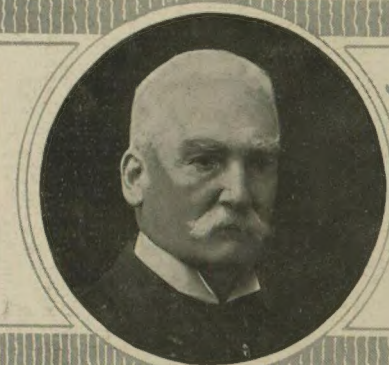
CONSERVATIVE CANDIDATE FOR THANET: MR. E. HARMSWORTH. The Hon. Esmond Harmsworth, Conservative candidate in the Thanet election, is Lord Rothermere's son.



LIBERAL CANDIDATE IN THE THANET ELECTION: CAPT. WEST. Capt. West opened his Central Committee Rooms in Ramsgate on October 27. November 12 may be polling day.



REPORTED SHOT BY BOLSHEVISTS: M. CHALIAPINE. It was reported that Chaliapine, the famous singer, was shot by his Bolshevik comrades, as they feared he had plague.



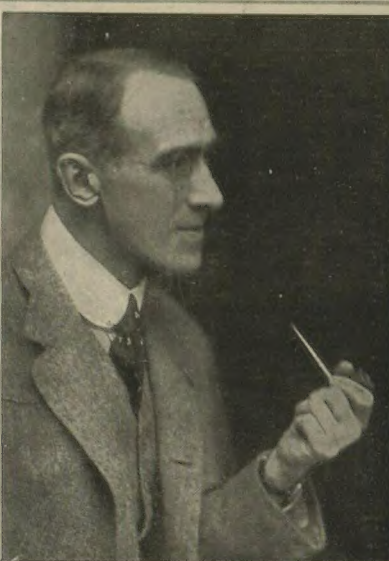
A POPULAR IRISH LANDOWNER AND YACHTSMAN: THE LATE MARQUESS OF ORMONDE. The Marquess of Ormonde, who died on October 27, was born in 1844. He succeeded King Edward as Commodore of the Royal Yacht Squadron.



THE ENGLAND—EGYPT FLIGHTS: THE LATE CAPT. C. H. DARLEY. General Seely spoke in Parliament on Oct. 28 regarding alleged disasters to pilots (e.g. Capt. Darley) flying to Egypt.



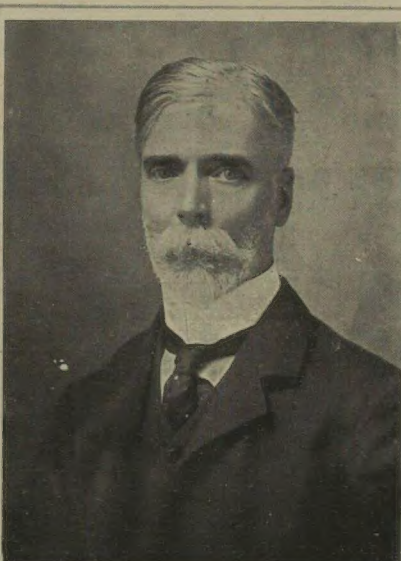
A FAMOUS AVIATOR AND INVENTOR: THE LATE LIEUT.-COL. J. C. PORTE, C.M.G. Col. Porte was a pioneer of aeronautics, taking his certificate in 1911. During the war his chief work was the development of flying-boats for submarine-bombing.



AUTHOR OF A SLASHING CRITICISM OF LORD FRENCH'S "1914": THE HON. JOHN FORTESCUE. In the "Quarterly Review," the Hon. John Fortescue severely criticises Lord French's book, "1914." He is Librarian at Windsor Castle, and is writing a history of the war.



STANDING AS UNIONIST CANDIDATE AT PLYMOUTH: THE NEW VISCOUNTESS ASTOR. Lady Astor is the wife of the new Viscount Astor (formerly Major Waldorf Astor, M.P.), who has just succeeded his father. She hails from Virginia.



A FAMOUS LANDSCAPE PAINTER: THE LATE SIR ERNEST ALBERT WATERLOW, R.A. Sir Ernest Waterlow, who died at Hampstead on October 25, in his seventieth year, was born in London in 1850. He became an A.R.A. in 1890, and R.A. in 1903.

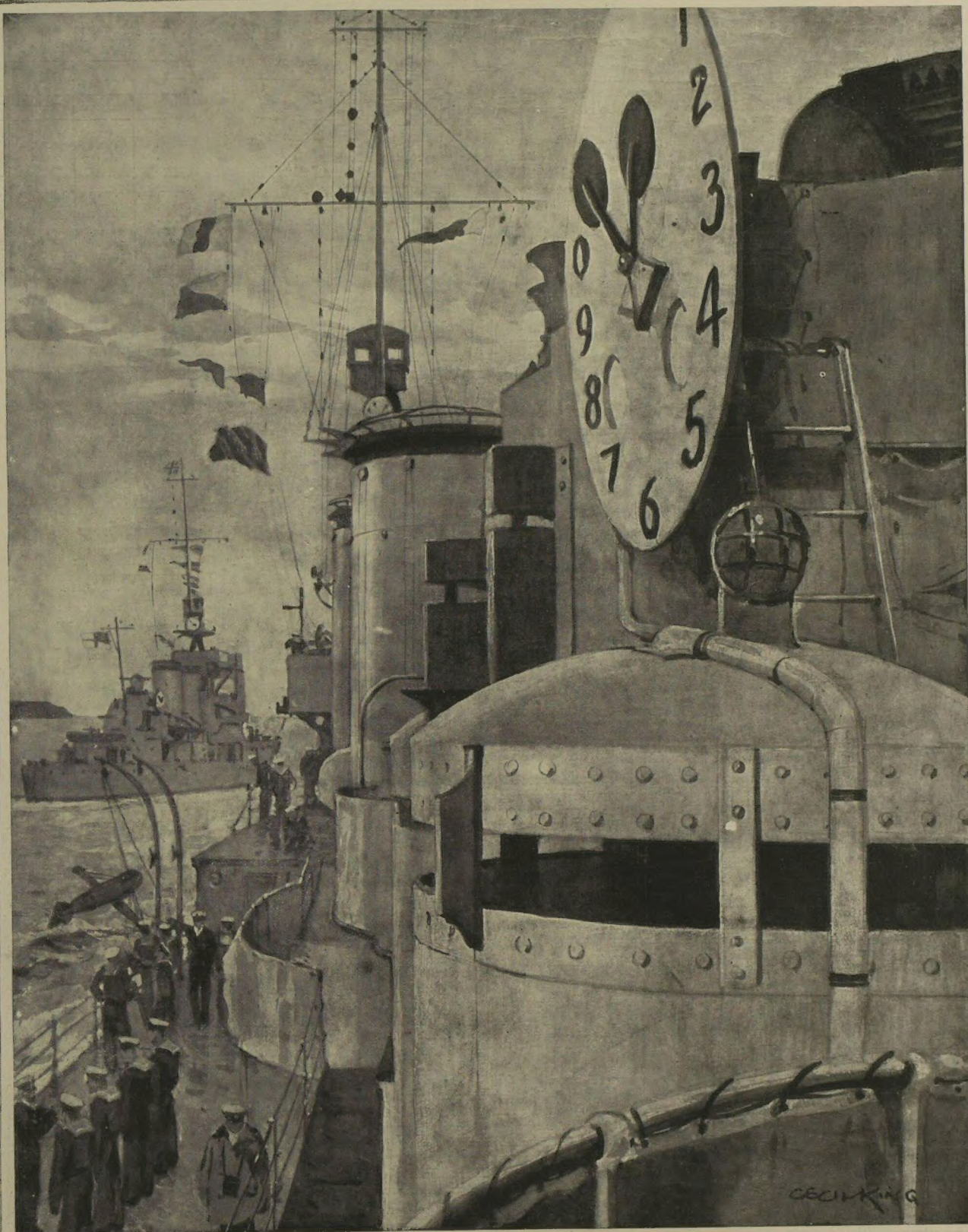
With regard to the portrait of the late 2nd Lieut. Henry Gwyn J. Moseley, R.E., it may be added that his untimely fate was recalled in a recent lecture by Sir Oliver Lodge, who described him as "too valuable to be allowed to risk himself." His death was a great loss to science. After a brilliant career at Eton and Oxford, he became Physics Lecturer at Manchester University, and then devoted himself to research. In 1914 he gave a discourse on "The Structure of the Atom" before the British Association, at

Melbourne. His greatest scientific achievement was the counting of the number of electrons in an atom. When the war began he came home and got a commission in the Royal Engineers. His mother, now the wife of Prof. Sillas, of Oxford, writes that her son was not, as has been stated, killed by a sniper, but fell in the battle of Chunuk Bair, on August 10, 1915. A few days before, with a brother officer, he had made a very daring reconnaissance. He was twenty-seven when he died.



# WITH CLOCK, PARAVANES, AND "SCEPTRE" GEAR: NEW LIGHT CRUISERS.

FROM A WATER-COLOUR BY CECIL KING, R.O.I.



BUILT DURING THE WAR AND FITTED WITH THE LATEST DEVICES: TYPICAL NEW BRITISH LIGHT CRUISERS OF THE "C" AND "D" CLASSES.

During the war a number of light cruisers were built. They consist of the "C" and "D" classes. They have two funnels and are of remarkably beautiful design, differing from each other only in one or two details of armament. One of the innovations introduced soon after the beginning of the war was the "clock," used as a signalling device in connection with gunnery. Another contrivance of this nature is the arrangement of balls and shapes carried on the foremast in the smaller vessels, and known as the

"Sceptre" gear. Another innovation of the war, of course, is the paravane, a specimen of which may be seen on the left of the cruiser in the foreground of our illustration. Paravanes are used in pairs, being trailed in the water on either side of a ship, to sever the mooring cables of submerged mines and bring them to the surface for destruction. They saved many ships in the war. The new light cruisers were painted a very pale grey, almost white.—[Drawing Copyrighted in the United States and Canada.]



# MATTERS OF INTEREST.

## PERSIA, AND THE VISIT OF THE SHAH.

WE have to welcome to our shores a most distinguished visitor—his Majesty Sultan Ahmad Mirza, Shah of Persia, who comes at an exceedingly opportune time, coinciding as it does, approximately, with the announcement of the new Perso-British Agreement, which binds stronger than ever the old-time bonds of friendship between Great Britain and Persia, and bids fair to usher in for the latter country a new era—of peace, progress, and prosperity.

And never, perhaps, at any stage of her chequered career of late years, has Persia stood more in need of friendly aid, to enable her to build up a system of good government, establishing security throughout the land and enabling the people to turn to good account the splendid resources of the country they inhabit. Not only for several years previous to the War had Persia suffered the agonies of an unsettled form of government, the tyranny of a despot, and the fierce feuds of rivals for power, but with the advent of Turkey into the war, she became involved therein speedily, owing to the violation of her territory by the Turkish forces, and for a considerable period of time she was compelled to endure the humiliation of a Turkish occupation of a portion of her western territory.

Just what this meant to Persia can be imagined by those who realise the hatred of some fanatical Moslem Shi'ahs for Moslem Sunnis inspired with the same feelings of fanaticism (which in Northern India, where, in places, the two sects live side by side, leads not infrequently to murderous assaults during the time of the religious festival of the Moharrum), and who know of the combat which has been waged intermittently for centuries between Shi'ah Persia and Sunni Turkey. The situation was rendered more difficult, too, owing to the fact that in North-Western Persia there is a large Turkish-speaking and Sunni population, which was not lost sight of by the Turks and their allies the Germans.

Then the latter had their representatives in Teheran throughout the war, working hard to subvert Persian sovereignty to their own ends, and at a most critical period a very determined effort was made to win over the young Shah to the Turco-German cause. That he resisted stoutly these efforts to compromise him, his country, and his people, and to turn his back upon Great Britain, is vastly to his credit, and it denotes the large amount of common-sense possessed by this young Eastern ruler; the more is one impressed with this when it is borne in mind that at the time this Turco-German pressure was brought to bear upon him, Russia had collapsed and there was Great Britain alone to rely upon in the South; and in the West and North, ever-increasing Turco-German influence. But his Majesty never wavered. He knew what the British forces had accomplished in Mesopotamia; he was confident that in the end Turkey and her partners could be defeated; and though he was not able to hold all of his subjects in check (his authority was defied by wild tribesmen in a few parts of the country), he held Persia neutral, and her neutrality was for us a benevolent one.

One hopes, therefore, that a right royal welcome will be extended to the Shah, one even more enthusiastic than that which was extended to his grandfather Muzaffar-ul-Din in 1902, and his great-grandfather Nāsrū'd Dīn in 1873. He comes to us as our friend, as one who has been a tower of strength to British interests in the East—for had Persia defaulted, this must have re-acted upon Afghanistan, and a general Moslem anti-Ally conflagration might have ensued—and as one who is anxious for all the aid Great Britain can give to his country to assist in its development. Let us then give him that recognition he deserves personally and on behalf of the ancient land he represents.

Iran; sweet sounds the name of Persia pronounced in the soft, mellifluous Persian tongue, calling up memories of Omar, Hāfiz and Sa'di; of Firdousi, rose-gardens, and running water, whereby a songster sits and strikes his lute; turquoises of the rarest sky-blue, wonderful carpets, attar of roses, dark-eyed

maidens, caravans, tinkling camel-bells and—the mystery of the East! But Persia is modern as well as ancient, and she has much in store for modern times—a well-nigh inexhaustible supply of valuable raw material, rare and beautiful manufactures, and a wealth of lore and learning for the student, of sights and scenery fascinating to the eye of the traveller.

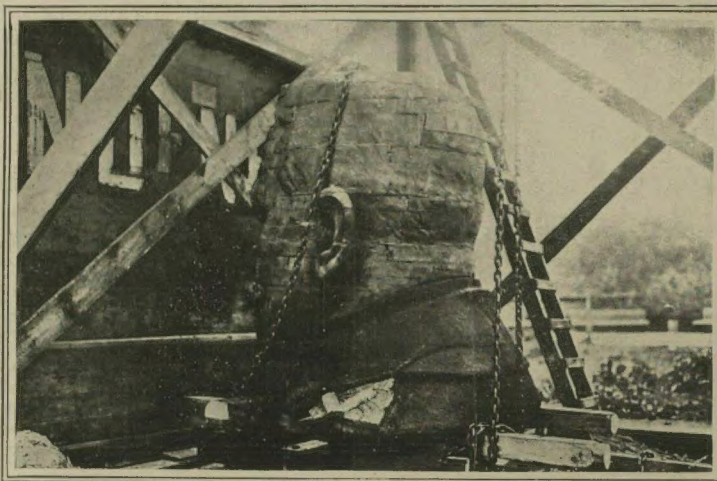
Moreover, she possesses a climate which at certain periods of the year, in many parts of the country, is by no means to be despised; and although at present communication therewith is by means of road, rail, and sea, it may well be that in a few years' time Teheran will be linked up with the capitals of Europe by rail, and the chief towns of Persia will all be served by the iron horse, and, possibly, connected by rail with India.

Lastly, never were opportunities so many and so inviting for British trade with Persia, now that Russian rule under Bolshevism has collapsed, and the North Persian market, one time in Russian hands entirely, is without a bidder, although America certainly has cast her eyes in that direction. Thanks to the great part played by the British Empire in the war, and to the splendid efforts of Sir Percy Cox in Teheran, British prestige stands higher in Persia than it ever has stood before. Moreover, as the guardians of Moslem liberty, of many millions of Moslems, some of them Shi'ahs, we are certainly not unwelcome to the docile Persian. Let our merchants,

principal shipping nations of the world both before and after the war—

THE FOLLOWING TABLE SHOWS THE STEAM TONNAGE OWNED BY THE PRINCIPAL MARITIME COUNTRIES BEFORE AND AFTER THE WAR.

COUNTRY	JUNE 1914.		JUNE 1919.		DIFFERENCE BETWEEN 1914 and 1919.	
	Tons gross.	Tons gross.	Tons gross.	Tons gross.	Tonnage.	Per cent.
UNITED KINGDOM	18,892,000	16,345,000	—2,547,000	—13.5		
BRITISH DOMINIONS	1,632,000	1,863,000	+ 231,000	+ 14.1		
AMERICA (UNITED STATES)	—	—	—	—		
SEAGOING	2,027,000	9,773,000	+ 7,746,000	+ 382.1		
GREAT LAKES	2,260,000	2,160,000	—100,000	—4.4		
AUSTRIA-HUNGARY	1,052,000	713,000	—339,000	—32.2		
DENMARK	770,000	631,000	—139,000	—18.1		
FRANCE	1,922,000	1,962,000	+ 40,000	+ 2.1		
GERMANY	5,135,000	3,247,000	—1,888,000	—36.8		
GREECE	821,000	291,000	—530,000	—64.6		
HOLLAND	1,472,000	1,574,000	+ 102,000	+ 6.9		
ITALY	1,430,000	1,238,000	—192,000	—13.4		
JAPAN	1,708,000	2,325,000	+ 617,000	+ 36.1		
NORWAY	1,957,000	1,597,000	—360,000	—18.4		
SPAIN	884,000	709,000	—175,000	—19.8		
SWEDEN	1,015,000	917,000	—98,000	—9.7		
OTHER COUNTRIES	2,427,000	2,553,000	+ 126,000	+ 5.2		
Grand Total	45,494,000	47,897,000	+ 2,403,000	+ 5.5		
Total Abroad	26,512,000	31,552,000	+ 5,040,000	+ 19.0		



GERMANY'S FALLEN IDOL: THE DEMOLITION OF THE COLOSSAL WOODEN STATUE OF HINDENBURG IN BERLIN—THE HEAD REMOVED AND LOWERED TO EARTH BY CHAINS.

Photograph by Trampus.

then, rise to the occasion and secure for the Empire a very valuable additional trade artery which shall serve them well, this country, and Persia.—EDWARD E. LONG.

## THE SHIPPING OF THE WORLD: 1914—1919.

AT the present moment, when all thoughtful patriots are turning their minds to the consideration of the multitudinous and complex problems of economic reconstruction, no subject can be of greater moment to the Briton than the position to be taken by the shipping interests of this country when the disturbing influences of the Great War and its near and remote effects shall have passed away.

In order to obtain a just view of this all-important subject, it is necessary to look somewhat more deeply into the principles upon which our sea supremacy is founded, and the ascertainable facts bearing thereon, than is done by the average person who debates the question; and it is not surprising that the obscurity and complexity of the problem should have produced in many quarters a more or less exaggerated pessimism or optimism, according to the temperament of the thinker.

It is well that we should at this time take stock of the position, and readjust our views in the light of facts that are only now becoming available by the removal of official restrictions which have hitherto kept from us much information that would have tended to regulate the thinking of those who might be inclined to take extreme views.

During the war the actual tonnage afloat was concealed from the public knowledge, for reasons which will be obvious; but Lloyd's Registry have recently published a table, reproduced here, in which is set forth the comparative tonnage of the

The important questions for us are, therefore, whether it is likely that the sudden growth of the American shipbuilding facilities will wrest from us our ancient supremacy by enabling her to maintain the rate of increase under peace conditions that she showed during the war, and whether her experience and knowledge of the art of shipowning will enable her to use her tonnage to advantage.

Until experience shall solve these questions they are bound to be subjects of controversy, but we may well be heartened by the facts that we have already before us. Our mercantile fleet is still immensely superior in size to that of our most dangerous competitor, and there are not wanting signs that, even in the eyes of American experts, the prospects of tonnage increase are not so brilliant as had been hoped by them.

A contemporary quotes an interview with a well-known American expert who says: "The American shipyards have passed the peak of production, while the British shipyards are on the ascent with every prospect of continued progress. Within a very short time Britain may have regained her lost laurels. The palm of production may have passed across the Atlantic for the second time."

When we come to the question of the art of shipowning, we must disabuse our minds of the ordinary idea that it is only necessary to own a ship to be a shipowner; and we fear that our American friends will, in many instances, have its fallacy forcibly brought home to them.

In addition to the handicap of inexperience they have also to deal with labour troubles which do not weigh upon us to the same extent. These make themselves felt both in extravagant wages and an over-staffing of ships; but so long as high freights and the artificial conditions consequent upon a state of war persist, profits may still be made. Let us turn once more to our table and observe the surprising fact that, in spite of the attrition of the Great War, the amount of tonnage afloat in 1919 exceeds by more than two million tons that of 1914. Upon the top of this increase comes the output of all the increased facilities for building ships in every maritime country—facilities that will be compelled to find employment at constantly decreasing profit, and this output must inevitably result in a great fall of freights and a sifting-out of all but the strongest and most experienced owners of shipping.

Can there be any doubt which country is more likely to stand this test successfully? Is it not the "tight little island," where the very inland breezes smell of salt, and boys from every country town man the King's Navy?



## Actual U-Boat Piracy Filmed: Pictures which were Wildly Applauded in Germany.

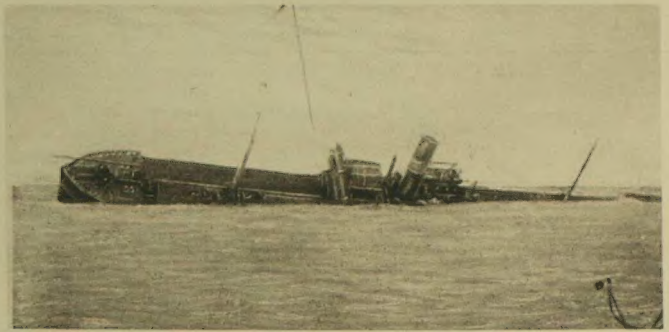


GOING TO INSPECT A DOOMED SHIP AND PLACE EXPLOSIVES ON BOARD: A SEARCH PARTY LEAVING A SUBMARINE.



A "PROPAGANDA TOUCH": CAPTURED CAPTAINS TAKING EXERCISE ON THE DECK OF A U-BOAT (A THING ACTUALLY NEVER PERMITTED).

Some remarkable films, made from a U-boat in the Mediterranean during the war, will be shown by Jury's Imperial Pictures in London on November 3, and on the 10th in the provinces, under the title, "The Exploits of a German Submarine, U 35." The actuality of these scenes, which evoked frantic applause when they were filmed in Germany, will bring home to the British public as nothing else did the character of



SUNK AFTER THE CREW HAD BEEN ALLOWED TO LEAVE: THE S.S. "NENT-MOOR," CARRYING 5600 TONS OF WHEAT FROM SOUTH AMERICA TO GENOA.



AFTER CAPTURE: THE CAPTAIN OF THE S.S. "PARKGATE" BEING CROSS-EXAMINED BY A U-BOAT COMMANDER.

the enemy and the perils our seamen had to undergo. It is a reminder "lest we forget." One incident, showing captured captains taking exercise on the deck of a submarine, is described as "a propaganda touch," for the facts show that no prisoner was ever allowed on deck during a cruise. The film concludes appropriately with a view of the surrendered U-boats interned at Harwich.

## Distinguished Visitors from Belgium: Leading Judges who Recently Arrived in London.



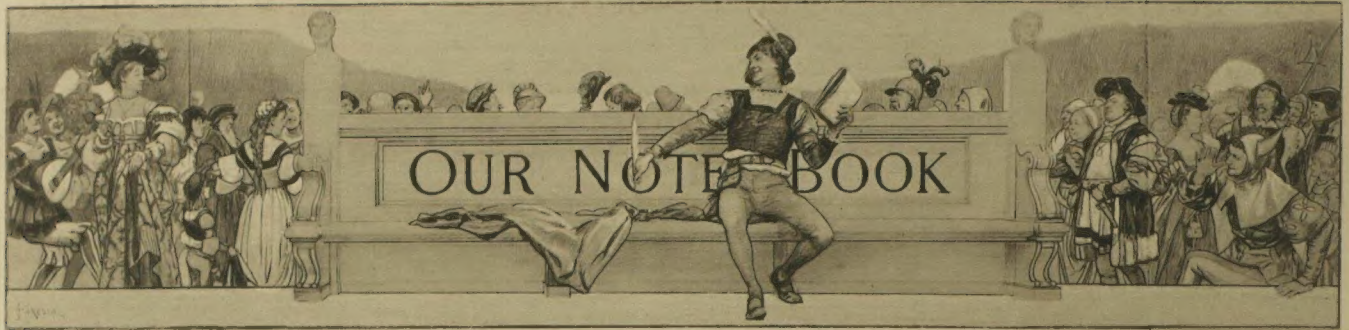
INCLUDING MEN WHO FOILED AN ATTEMPT TO SEPARATE FLANDERS FROM BELGIUM: A GROUP OF EMINENT BELGIAN JUDGES AND OTHERS IN LONDON.

Some eminent Belgian judges recently came to London, where they have been entertained by the House of Commons, the Inner Temple, and the Anglo-Belgian Union. M. Terlinden, President of the Supreme Court (Cour de Cassation), took a leading part in February 1918 in preventing an attempt, encouraged by Germany, to break up Belgium by proclaiming the independence of Flanders. In our photograph the names are, from left to right:

(front row) M. Frantz Silvercrucys; M. Terlinden, President of the Court of Cassation; Mme. van Iseghem; M. van Iseghem, first President of the Court of Cassation; Mlle. Suzanne Silvercrucys; and Sir Cecil Hertslet, British Consul-General for Belgium; (back row) Mr. Algernon Maudslay, Hon. Sec., Anglo-Belgian Union; Baron G. de Bethune; M. Eugene Hanssens; M. Ernest Masy; M. Charles Leurquin; and M. William Hanssens.

PHOTOGRAPH BY VANDYK.





By G. K. CHESTERTON.

WE must all be very much in the dark about what is going to happen in Petrograd. But then, we are all very much in the dark about what has happened in Petrograd for the last five years—possibly for the last two hundred years, or ever since there was such a place. Petrograd is merely a name to most of us; and even the name is new. It is strange, and not familiar even to our fancies, for most of us learned to call it Petersburg—or even, by a curious but common fashion, St. Petersburg. The city is, of course,

a monument of Peter the Great, and not of St. Peter; and, whether or no it was right to give the town of the great Tsar a termination suggesting that he was a German, it was at least more appropriate than suggesting that he was a saint. Indeed, there is a suggestion of the remoteness of our ideas of Russia in the ease with which we have slipped into the use of the new word. It would be hard to revolutionise so successfully

endure as much less reasonable projects have endured. The things that have survived the war have been things more sentimental, and, as many would say, more superstitious. The free traditions of Western Europe grew up in a much slower and vaguer fashion, in a world in which there was a great deal of local law, or of local custom even stronger than local law. The parliaments were as mediæval as the monarchies, and the monarchies were as mediæval as the monasteries. Even the Roman Law rather mingled with than mastered the traditions of the guilds and the free cities; and the immediate heirs of the Roman civic idea were the multitudinous little republics of Italy. The passionate patriotism of France and England grew in the same more human and haphazard fashion; and it is these things that have defended themselves with success. The legend of such defence is much older, and goes back to their first wars with the barbarians. If we wished to simplify the contrast merely by the symbolic use of the word "great," we could find two older examples of it to balance against the great Frederick and the great Peter. And they are both so lost in antiquity as to be almost legends. Yet we still speak of Alfred the Great and of Charles the Great—by his Latin name of Charlemagne. The legend lives, while the practical work has perished.

Charles the Great to-day is greater than Peter the Great, and Alfred the Great than Frederick the Great. The work done so rapidly and rationally by the clear-headed men of action of more modern times has for some reason been less lasting than the work of men whose habits they would have thought slow and whose beliefs they would have thought irrational. The cause may, perhaps, be found in the very fact that the men made the nations, while the nations in no sense made the men. Frederick made Prussia,

in the essential sense that he manufactured Prussia. No one man could manufacture Wessex, or what we call the West Country; still less what we call England or France. For a man cannot manufacture living things. Peter probably manufactured Russia; he certainly manufactured Petrograd. He made it with marvellous audacity and intellectual courage, building it by brute industry on a swamp, where no normal men would ever have come naturally together to make their home. He was not working with popular tradition, as well as personal creation. He was not taking as well, as giving, as Alfred would have been in Winchester or Wantage. He was simply making a city because he was a genius—as the genie made Aladdin's palace, because he was a genie. His work has been rightly regarded as marvellous, as if he were a magician. But he was in the extreme sense a magician, in that he worked against Nature. Popular tradition everywhere has regarded success

so marvellous as in some way monstrous, as savouring of evil direction and an evil destiny. Every legend about that sort of strong man has been one of tragedy and warning. He was never praised until the time of that brief vogue of Prussianism which Carlyle made fashionable outside Prussia. For the popular tradition is true; and we have seen it in the story of Petrograd as in the story of Potsdam.

It is one of those larger enlightenments of the war which, as I say, will only be slowly appreciated; but it will be found, I think, that the apotheosis of the man of action is over. He generally builds on the borderland of civilisation, in colonies, or crude and half-baked communities; as a man might find room in a desert for a mansion as big as a mountain. But it is soon a ruin; and, what is more ignominious, a recent ruin. Thus the merely financial megalomania of the millionaire has expanded most widely in new countries or colonies; and somebody the other day gave to the wilds in the east of our continent the curious but suggestive name of "Colonial Europe." Thus there is a sort of irony even in the mistake which gave a mystical title to the Russian city. The old religious things have really survived the new rationalistic things. The newest things have been the first to grow old. What might be symbolised by St. Peter has outlived what was known as St. Petersburg. And even in Germany the spires of Cologne will stand longer than the palace of Potsdam.



THE NEW M.P. FOR THE RUSHOLME DIVISION OF MANCHESTER: CAPT. J. H. THORPE (CO. U.) The Coalition majority over Labour was 2982. At the General Election last December the Coalition majority over the Liberal was 8748. The new Member has said that no stage-manager could have produced anything like so good a test of an election as the gentleman who engineered the Railway Strike.

Photograph by Lafayette.

the name of any place which was realistically conceived. After all, if the word "burgh" is to blast a place with German or pro-German associations, it could be found nearer than North Russia. It would need not a little moral courage to ask the Scots to alter the name of Edinburgh. But the difference is, of course, that Edinburgh, especially to anyone who has been there, is very vivid. Petersburg, even to those who had been there, often remained singularly vague. To most it was a world of melodrama, sprinkled with stage snow, and warmed only by explosions; inhabited exclusively by aged but elegant diplomatists and Princesses who were really Nihilists. We had rather misleading associations about the name of Petersburg; but we had no associations at all about the name of Petrograd. Petersburg was a melodrama; but Petrograd has been far too formless even to be a myth. Yet the whole transition and tragedy of the Russian capital has been typical of a truth which we shall probably realise only very slowly. It is the truth about what has really happened in the Great War.

It is that the practical things have failed in practice. Two great machines which were the masterpieces of two great masters of political mechanics have broken down as only machines can break down. One was the work of Frederick the Great, and the other of Peter the Great; in both cases it may be that the greatness remains, but the great work is gone. Both were built up in the broadening enlightenment of what was called the Age of Reason; and neither has been able to



THE KING OF SPAIN'S PRIVATE VISIT TO ENGLAND: HIS MAJESTY AT VICTORIA STATION, WITH PRINCESS BEATRICE.

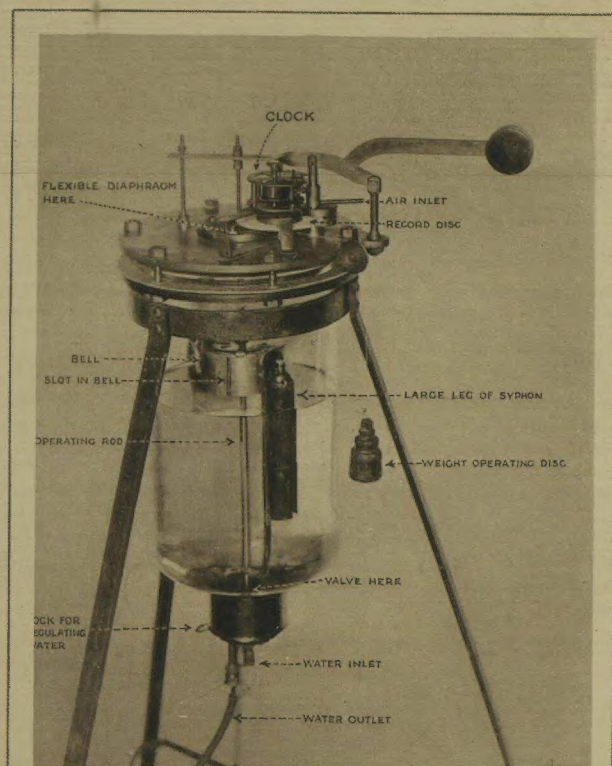
The King of Spain arrived in London on the 23rd, and was met by Princess Beatrice, his mother-in-law. A gathering of Spanish residents in London was present. It was then stated that the Queen of Spain, whose convalescence continued, hoped to be able to leave Madrid for England on the Saturday. Her Majesty arrived on the 27th. The King travelled as the Duke of Toledo.

Photograph by Farrington Photo. Company.



## THE DIAGNOSIS OF A "LONDON PARTICULAR": A NEW FOG-FILTER.

By COURTESY OF DR. J. S. OWENS, M.D., A.M.I.C.E., ETC., SECRETARY OF THE METEOROLOGICAL OFFICE ADVISORY COMMITTEE ON ATMOSPHERIC POLLUTION.

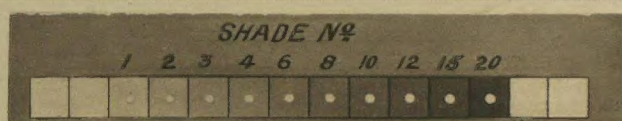


FOR MEASURING AIR IMPURITIES: A FILTER DESIGNED FOR AN ADVISORY COMMITTEE OF THE METEOROLOGICAL OFFICE.

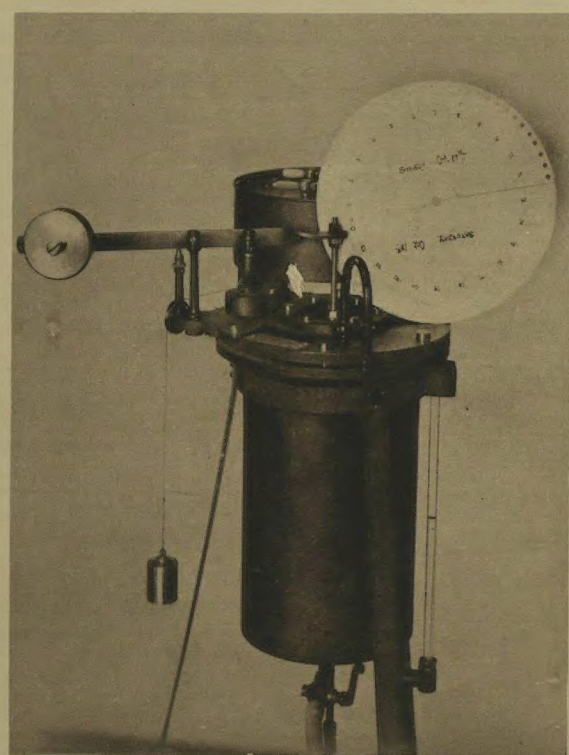
DESCRIBING the Automatic Filter, here illustrated, Dr. J. S. Owens writes:

"The instrument consists of a vessel connected below to a water supply, and having inside a syphon with an outlet pipe; this causes the water to oscillate regularly up and down between two fixed levels, alternately driving out and drawing in air. A lever at the top is operated by a balance weight and a central rod which lifts or presses down a sliding perforated plug on the edge of a disc of white blotting paper; pressing the paper over a 1.8 in. diameter air inlet when the water is falling and freeing the disc and letting the air out when it is rising. The paper disc is divided into twenty-four hours and is revolved by a weight and string, which makes it follow a clock placed above it except when locked. The falling water draws in two litres of air through a 1.8 in. disc isolated on the paper by the sliding plug, and the impurity of the air is left on the paper as a grey or black dot 1.8-in. diameter opposite the time when the record was taken. The disc thus stops to receive a record and when released overtakes the clock. The above action is obtained thus: The central rod enters the vessel through a flexible diaphragm, and has fixed to it below this a bell, open below and having a narrow slot in its side. The lower end of the rod forms a sliding valve which cuts off the water when it is pressed down, but normally the balance weight keeps the rod lifted. When the water-level rises above the bell the syphon acts; it then falls outside but not inside the bell, as the slot remains closed by surface tension. By the time the water-level reaches the bottom of the bell, which is then emptied, the flexible diaphragm is pulling the rod hard down, owing to the fall of pressure in the vessel; this makes an air-tight joint round the 1.8-in. disc by pressing down the sliding plug. When the water reaches the bottom of the syphon it

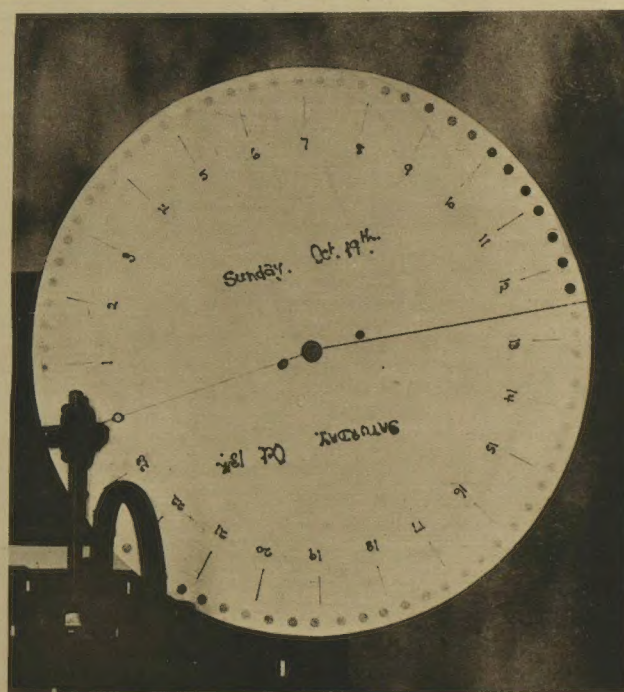
(Continued below.)



WITH NUMBERS REPRESENTING VARYING QUANTITIES OF AIR IMPURITY: A SCALE OF SHADES USED FOR READING THE RECORDS.



SHOWING THE DISC OF WHITE BLOTting PAPER FOR RECORDING AIR IMPURITIES: ANOTHER VIEW OF THE APPARATUS.



DIVIDED INTO 24 HOURS FOR RECORDING AIR IMPURITIES AT DIFFERENT TIMES OF DAY: A DISC OF WHITE BLOTting PAPER.

*Continued.]*

"breaks," water ceases to run out, the pressure gradually rises in the vessel, the diaphragm ceases to pull and the balance weight lifts the rod; water is again admitted and the cycle repeated. The records given are small grey or dark spots on the white paper, and the weight of impurity is obtained by comparing them with a numbered scale of shades, the numbers of which represent quantities of impurity. In nearly all records in London the air was comparatively clean from midnight till 6 a.m.;

at about 6 the impurity rapidly began to increase and was at its highest from about 10 to 12 noon. During the afternoon there was little change as a rule till about 10 p.m., when the air began to clear again. Thus the period of rapid increase of impurity corresponds to the lighting of fires in the morning, and the clearing of the air to the letting out of fires. This points to the cause of our polluted air. Records taken in London in the summer show the air to contain much less impurity than in winter."



## A NEW PHASE IN THE HOUSEWIFE'S DAILY ROUND.

DRAWN BY OUR SPECIAL

## CAUSED BY PROFITEERING: THE OPEN-AIR MARKET.

ARTIST, STEVEN SPURRIER, R.O.I.



PATRONISED BY PEOPLE OF ALL CLASSES: AN OPEN-AIR MARKET AT ILFORD—

Profiteering in food and other necessities of life has led to the establishment of open-air markets, the first of their kind being the one shown in our illustration, at Ilford. These institutions have provided the housewife with a new experience in her daily round. Open-air markets have, of course, existed long before in certain poorer districts, where particular streets have formed



THE PIONEER INSTITUTION OF ITS KIND IN THE MOVEMENT AGAINST HIGH PRICES.

gathering-places for lines of vendors' hawsons. The new markets, however, attract people of all classes, including those not hitherto accustomed to do their shopping in this manner. They have been found an effective means of reducing prices to a more reasonable level.—[Drawing Copyrighted in the United States and Canada.]



**"That Others Might Live in Freedom": The Memorial Scroll and the King's Message.**



BUCKINGHAM PALACE.

I join with my grateful people  
in sending you this memorial  
of a brave life given for others  
in the Great War.

*George R.I.*

SENT TO RELATIVES OF THE FALLEN WITH EACH MEMORIAL SCROLL:  
A MESSAGE SIGNED BY THE KING.

Copies of a Memorial Scroll, accompanied by a message from the King, are sent to the  
relatives of all those who fell in the war. On the left we reproduce his Majesty's message,



**H**E whom this scroll commemorates  
was numbered among those who,  
at the call of King and Country, left all  
that was dear to them, endured hardness,  
faced danger, and finally passed out of  
the sight of men by the path of duty  
and self-sacrifice, giving up their own  
lives that others might live in freedom.

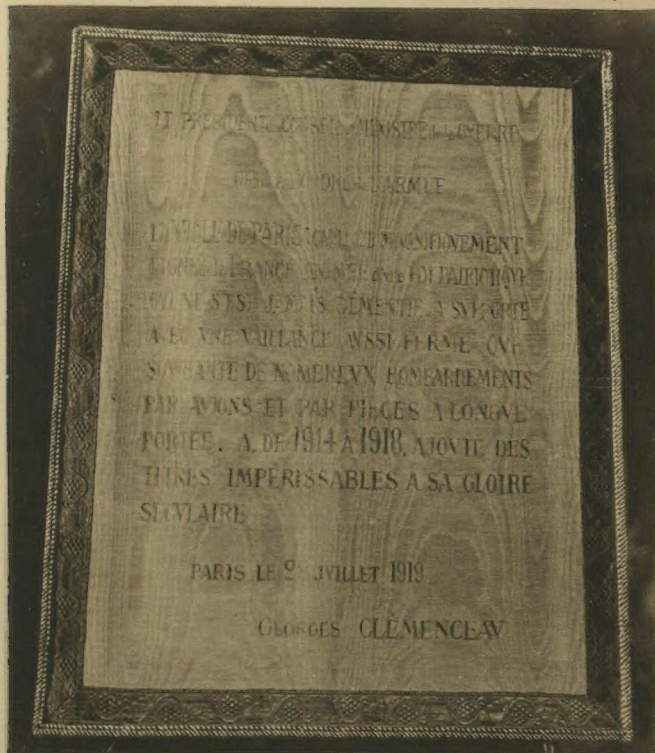
Let those who come after see to it  
that his name be not forgotten.

Lieut. Thomas William Sloan  
London Regt.

SENT BY THE KING TO RELATIVES OF THOSE WHO FELL IN THE WAR:  
THE MEMORIAL SCROLL.

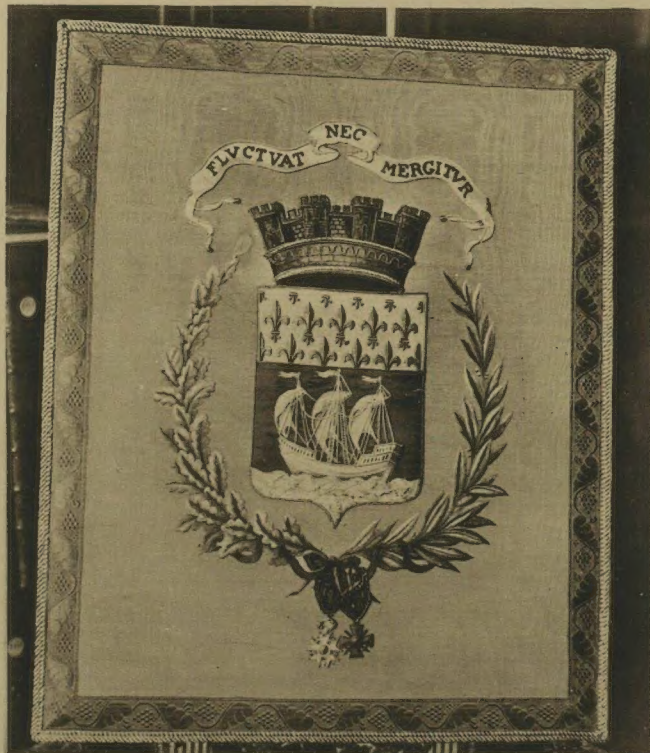
and on the right the Scroll itself. It concludes fittingly with the words: "Let those  
who come after see to it that his name be not forgotten."

**"A Capital Magnificently Worthy of France": Paris Decorated with the Croix de Guerre.**



IN HONOUR OF THE HEROISM OF PARIS DURING AIR-RAIDS AND BOM-  
BARDMENTS: THE CITATION SIGNED BY M. CLEMENCEAU.

On October 19, with all due ceremony, the Croix de Guerre was conferred on the City of  
Paris, as a collective honour bestowed on its inhabitants for their bravery during the  
war. The cross was affixed to the Arms of the City by M. Poincaré, and a Citation,  
signed by M. Clemenceau, was issued in the form reproduced above in the left-hand

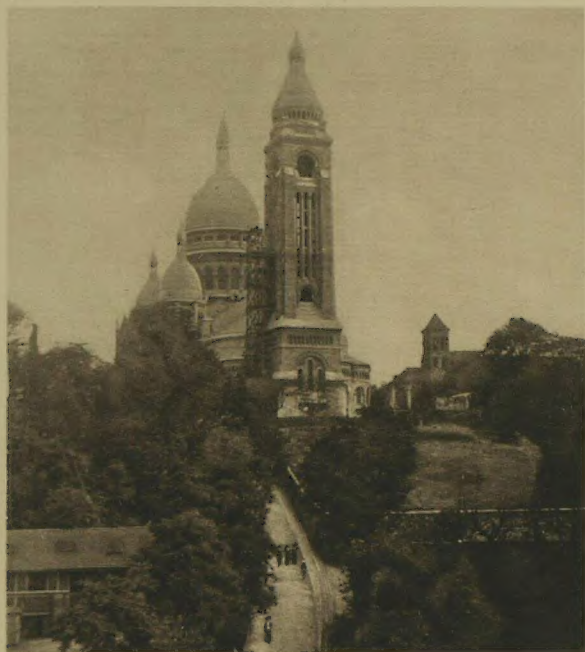


DECORATED WITH THE CROIX DE GUERRE BY THE PRESIDENT OF THE  
FRENCH REPUBLIC: THE ARMS OF THE CITY OF PARIS.

illustration. The inscription reads: "The City of Paris, capital magnificently worthy of  
France, inspired by a patriotic faith which never belied itself, endured with staunch and  
smiling courage numerous bombardments both by aircraft and long-range artillery. From  
1914 to 1918, it added imperishable honours to its ancient glory."



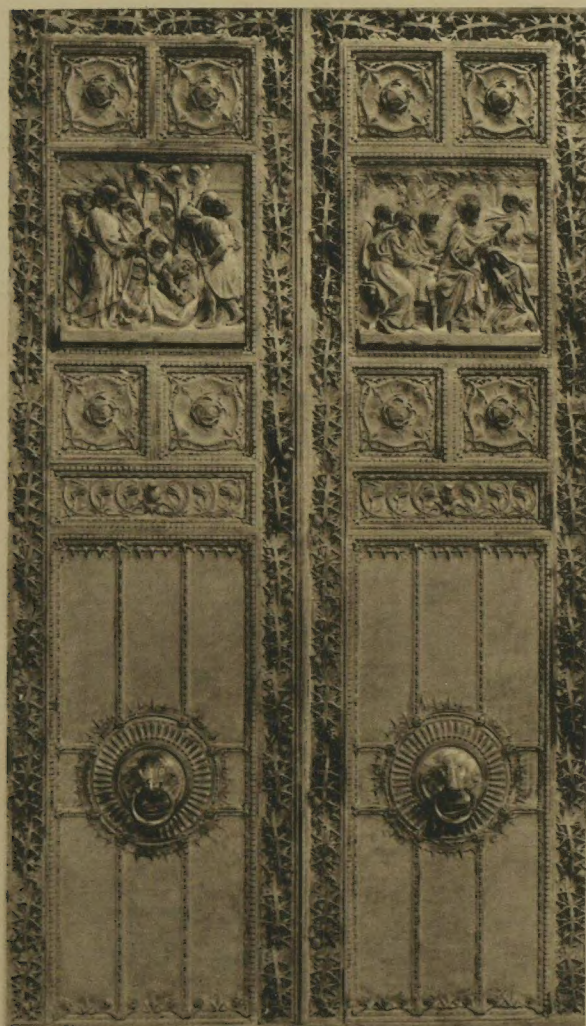
# RECENTLY CONSECRATED: THE SACRÉ COEUR, ON MONTMARTRE.



A GREAT PARIS CHURCH: THE BASILICA OF THE SACRÉ COEUR, FROM THE RUE LAMARCK, SHOWING THE RUE DE LA BONNE.



WITH CARVINGS REPRESENTING THE MIRACLE OF THE LOAVES AND THE LAST SUPPER: THE CENTRAL DOOR OF THE SACRÉ COEUR.



WITH CARVINGS OF THE HEALING OF THE PARALYTIC AND THE WOMAN TAKEN IN ADULTERY: THE LEFT DOOR OF THE SACRÉ COEUR.

The great basilica of the Sacré Coeur, on the hill of Montmartre, is one of the most imposing buildings in Paris. The foundation-stone was laid in June 1875, by Cardinal Guibert, Archbishop of Paris, and it rests upon 83 huge subterranean piers, which were sunk to ensure its solidity. It was originally estimated to cost about a million pounds sterling, but up to last July that sum had been doubled. The architect was M. Lucien Magne, and the bronze doors were the work of the sculptors Séguin, Jouve, and Hippolyte Lefebvre. On October 16 last the consecration of the church took place, and was the



WHERE 120 PRELATES RECENTLY ASSEMBLED AT ITS CONSECRATION: THE INTERIOR OF THE GREAT BASILICA OF THE SACRÉ COEUR.

occasion of a great religious gathering, in which the central figure was Cardinal Vico, whom the Pope sent as his Legate. In all, 120 prelates were present, among them Cardinal Bourne, Archbishop of Westminster. Cardinal Amette, the present Archbishop of Paris, consecrated the High Altar, and he nominated 30 Archbishops and Bishops to consecrate the fifteen chapels of the basilica and the fifteen others of the crypt. An impressive incident in the ceremonies was the translation of relics from the neighbouring church of St. Pierre.



# The Origin of American Agriculture.

BY HERBERT J. SPINDEN.\*

ON the foreland of ancient American history the invention of agriculture is the one outstanding fact. For without a sure and abundant food supply, to be secured only by domesticating plants, the American Indians could never have risen above the status of hunters, herders, or lowly fishermen. Agriculture made possible all the higher arts, in the Old World and the New.

Yet agriculture began independently in the two hemispheres. We have in the New World and the Old two unrelated families of civilisation, each dependent upon agriculture, but with unrelated groups of plants as the bases.

The idea of agriculture may have had several points of origin in America, but this does not seem likely, since maize, beans, and squashes were common products wherever agriculture was practised. Other plants, fitted for special environments, had a more limited distribution, examples being the manioc of the humid lowlands of the Amazon basin and of the West Indies, and the common potato that was cultivated most extensively in the rather arid highlands of Peru.

The cradle of New World agriculture appears to have been the highlands of Mexico and Central America. The nearest wild relative of maize so far discovered is a grass called in the Aztec tongue *teocentli* (sacred maize). When we consider the geographical and climatic range of maize, we must admit that the Mexican plateau is an intermediate and very likely home for the wild ancestor of this great food plant. On the north its cultivation had been extended in pre-Columbian times to the mouth of the St. Lawrence, and on the south to the mouth of the Río de la Plata. It has been modified by careful breeding to meet extreme conditions of heat and cold, drought and moisture.

In restoring the early history of agriculture the most important source of information is archaeological rather than botanical. There are manufactured objects, such as pottery vessels, associated with agriculture or dependent in a general way upon it, and some of these are practically indestructible; whereas plants and seeds survive only under the most exceptional conditions. Earthen bowls are both heavy and fragile, and consequently of little use to wandering peoples. Stationary peoples alone develop pottery, and such peoples are usually on the agricultural plane of life. In America we find that the boundaries of pottery distribution closely parallel the boundaries of agricultural distribution, extending in some regions slightly beyond them.

In the valley of Mexico pottery remains of sharply differing styles have been found in layers one above the other, and it is clear that the lowest layer is historically the earliest. The pottery of this lowest layer shows peculiar features in construction and ornament, and it has been possible to prove by these special features that ceramic art spread from Central America across northern South America to the mouth of the Amazon, and over the mountains of Colombia and Ecuador to the coast of Peru. The trail of pottery of the ancient type marks the first distribution of agriculture.

When we examine the exact distribution of this most ancient of all pottery, we find that it is abundant in open, arid country, and rare or wanting in humid, forested country. Theoretically, agriculture would be more likely to originate under conditions that were hard rather than under those that were easy.

Irrigation is often looked upon as a remarkable sequel to the introduction of agriculture into an arid country. But, from the best historical evidence at our command, we should rather regard it as an invention

which accounts for the very origin of agriculture itself. The earliest records of cultivated plants are found in Mesopotamia, Egypt, Mexico, and Peru, where irrigation was practised.

Quite aside from the known facts in the case, there are several reasons why we should expect to find the first appearance of agriculture in an arid environment. The press of population on food supply is greater there than in the free-and-easy lands where nature is bountiful, but where an insidious competition works behind the screen of plenty and cuts down life. In the desert the clearing of the field is less laborious than in the jungle, and the control of the life-giving water makes man the master of the entire situation. As for the intermediate type of environment, where agriculture is possible without irrigation, and where it normally spreads with the rise of human culture, there is usually such a supply of wild game, of berries, and of edible

and in the West Indies. In Peru the potato was especially developed. Peanuts also appear to be a Peruvian speciality.

The weight of anthropological science is strongly against over-sea transmission as an easy explanation of enigmas in human culture, and it behoves us not to assume lightly that any cultivated plant was common to both the Old World and the New before the coming of Columbus, until the fact has been established beyond doubt. Domestic species of plants in cosmopolitan use in 1500 are rare, and possibly the only example is the common gourd, which appears to be one and the same in the Old World, in the islands of the Pacific, and in America. It is not a food plant, but was much cultivated for household and ceremonial uses. An important economic plant, that does not appear as a single species but rather as a world-encircling family of closely related species, is cotton.

Many wild species have never been brought under cultivation or turned to human use. Cotton also occurs on oceanic islands, such as the Galapagos, which were entirely uninhabited until modern times. But it is important to note that the modern cotton of commerce is essentially that of the American Indians.

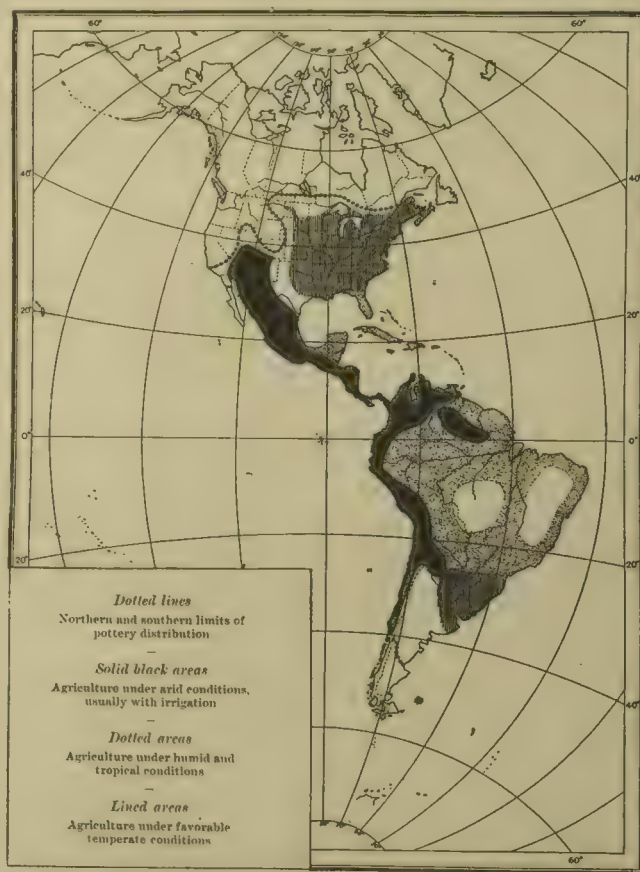
Both the gourd and the cotton are enabled by nature to take the widest advantage of distribution by wind and water, and we may be permitted to assume that they passed in such fashion from the Old World to the New. The coconut, which was doubtless known in the Old World before the discovery of America, may have been distributed by ocean currents. No remains of the fruit and no pictures of the tree are found in archaeological collections.

The earliest references to maize in China are considerably subsequent to the discovery and conquest of America; and, while the evidence points to Tibet as the region from which maize entered China, we must remember that the caravan trade between the Near and the Far East was at its height in 1500. Moreover, the world empire of Spain embraced large sections of the East Indies as well as of the West Indies and the mainland of America. It was an age that throbbed with energy, when new ideas were eagerly seized upon. The exchange of Occidental and Oriental food plants is seen not only in the introduction of maize and sweet potatoes into China, but also in the introduction of the banana and sugar-cane into America.

The map given herewith shows the limits of pottery distribution, and, within these limits, the areas known to have been given over to agriculture. A rough distinction is made between three general types of agriculture. The first, and apparently oldest, type occurs in open and rather arid territory of considerable elevation, where irrigation is usually necessary. The second type is found in the humid, tropical lowlands where the land must ordinarily be cleared of the forest before planting can be done. The third type occurs under temperate conditions in partly open and partly forested country where irrigation is not required. The arid highland area extends from southern Colorado and Utah to southern Chile. An outlying area is also drawn across the Guiana highlands, but this is somewhat doubtful, and proof of its existence must await future exploration. As we have already seen, agriculture seems to have spread over most of this open country on the first wave.

The second type of agriculture is that developed to meet the conditions of the humid and heavily forested tropics. The Maya civilisation, probably the most brilliant of the New World, was made possible by the agricultural conquest of the rich lowlands of Central America. On the highlands the preparation of the soil is comparatively easy, owing to scanty vegetation and a control vested in irrigation. On the lowlands,

[Continued opposite.



POTTERY DISTRIBUTION AND AGRICULTURE IN THE NEW WORLD.

The oldest type of agriculture (black on the map) appears to have arisen in arid country of high altitude, where irrigation was necessary, extending finally from Southern Colorado and Utah to Southern Chile. The second type (dotted on the map) developed in humid and heavily forested tropical lowlands, where the land had to be cleared before planting. The third type developed in temperate country, partly open and partly forested, and was best represented in the eastern part of the United States.

roots that the advantage of tilling the soil does not at first appear.

Agriculture received special emphasis in Mexico and Peru. Maize, beans, and squashes are common to both areas, but with considerable local variation. Sweet potatoes, the *camote* of the Aztecs, are also cultivated in both Mexico and Peru, but are probably of humid lowland origin. In Mexico several varieties of red peppers, often called by the Aztec word *chile*, were cultivated, as well as the tomato, called *tomatl* in the same language. Cacao takes its mispronounced name from the Aztec word *cacaual*, which referred to the dried nibs. When ground, this fruit seed was called *chocolatl*, and was made into a delicious drink. Cacao was grown in the lower and more humid parts of Mexico and Central America, under the shade of another tree called the "mother of cacao," and was an object of trade with the highland tribes. This plant does not seem to have been known to Peru. Cacao was grown also in many parts of the lowlands of South America

\* From the "American Museum Journal"; condensed.



## EARLY AMERICAN AGRICULTURE: EVIDENCE FROM ANCIENT POTTERY.

PHOTOGRAPHS BY THE AMERICAN MUSEUM OF NATURAL HISTORY



CAST IN MOULDS MADE OVER ACTUAL EARS:  
MEXICAN POTTERY REPRODUCTIONS OF MAIZE.



SHOWING THE ACTUAL TEXTURE OF THE RIND: MOULDED REPRODUCTIONS  
OF SQUASHES IN ANCIENT PERUVIAN POTTERY.

*Continued.*

however, great trees have to be felled and fast-growing bushes kept down by untiring energy. But, when Nature is truly tamed, she returns recompense manifold to the daring farmers. Moreover, there is reason to believe that the removal of the forest-cover over large areas affects favourably the conditions of human life, which under a canopy of leaves are hard indeed.

But, while extremely high civilisation might result when the material wealth of the humid tropics is garnered by a closely organised people, the general run of more or less haphazard agriculture in the tropics leads to no such state of affairs. In the great Amazon Valley, and in the flanking valleys of the Orinoco and the Plata, we find agriculture unaccompanied by high social developments, although weaving and pottery-making are everywhere practised. Maize, beans, and squashes are known throughout this area, but maize is displaced from the position of first importance by manioc. Two species of this plant are used, one

having a poisonous juice, the other being harmless. Both plants, along with many other species of the same family, are said to grow wild in Brazil, and there is little doubt that domestication first took place in this area. A single technical process of extracting the poisonous juice of the favourite manioc is found wherever the plant is cultivated, and similar types of clay griddles are used in making the cassava cakes.

The third type of agriculture was adapted to temperate conditions. It is most completely exemplified in the eastern half of the United States, but seems also to have been developed, although to a much less extent, in parts of the Argentine and Uruguayan pampas. Maize is again the staple, with beans and squashes as associated crops. Among the Mandan Indians of North Dakota maize was modified to meet the conditions of a very short summer and to ripen within sixty or seventy days after planting. Among

the Iroquois agriculture was also brought to a high plane, especially when we consider that all the plants under cultivation were indigenous to the tropics.

If we glance at the crop report of the United States, we find that the annual value for this country alone of plants brought under cultivation by the Indians amounts to three thousand millions of dollars—and the debt of the world is only partly acknowledged. Maize is our principal farm crop, and in its production we lead the world, but in certain other products of the American Indians, such as beans and potatoes, the production of the United States is but a very small part of the world's production. If we remember that in the four hundred years that the white man has dominated the New World he has not reduced to cultivation from wild stock a single important staple, the wonder of the American Indian agriculture becomes still greater.



MAIZE AND PEA-NUTS IN ANCIENT PERUVIAN POTTERY: (LEFT) THE "MAIZE GOD"  
OF PERU; (RIGHT) A WATER JAR DECORATED WITH PEA-NUTS.

Pottery reproductions of maize were sometimes used as details on great ceremonial urns in Southern Mexico. They were cast in moulds made over actual ears of maize. Similarly, ancient Peruvian pottery affords many examples of moulded squashes, or gourds. The "maize god" of the Peruvians was buried in a field as a prayer for good crops, a



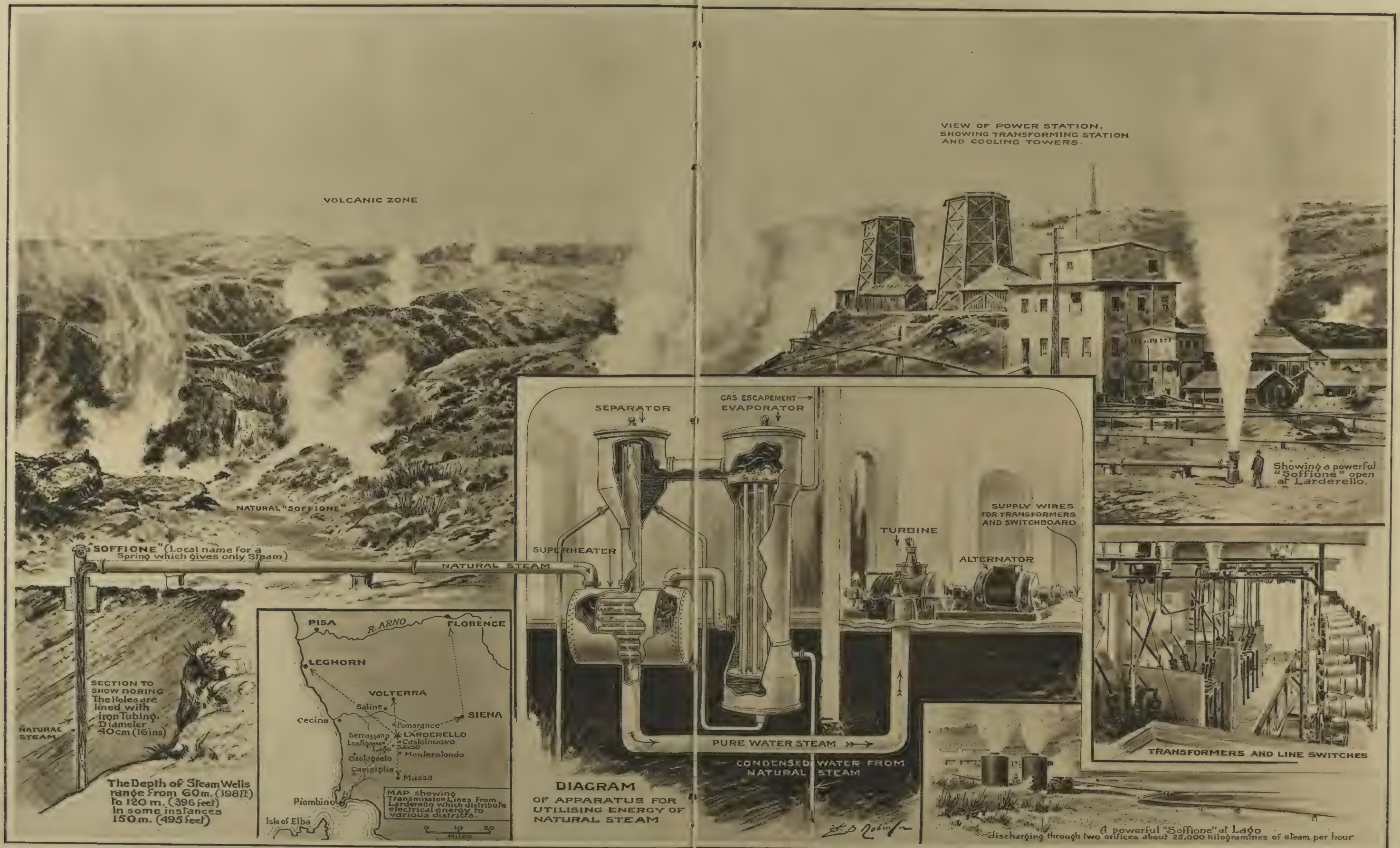
SHAPED LIKE A GOURD: AN EXAMPLE OF POTTERY BY  
THE MOUND BUILDERS OF THE EASTERN UNITED STATES.

ceremony still kept up in some districts. The body was formed of moulded ears of maize. The water jar decorated with peanuts came from the cemetery of Chimbote on the Peruvian coast. The realism of these ancient casts made from moulds is in contrast with the conventional treatment of modelled representations.



# HARNESSING VOLCANIC ENERGY TO THE SERVICE OF MAN: NATURAL STEAM TO PRODUCE ELECTRIC POWER IN ITALY.

DRAWN BY W. B. ROBINSON.



## NATURAL STEAM AS A FUEL FOR THE PRODUCTION OF ELECTRIC POWER: A REMARKABLE ENGINEERING ENTERPRISE AT LARDERELLO, IN TUSCANY.

Volcanic forces have hitherto been regarded merely as a danger to man, but the remarkable enterprise here illustrated suggests that they may be turned, in some cases at least, to beneficial uses. A new source of fuel is specially valuable to Italy, whose shortage in that respect is well known. Our drawings are based on photographs and diagrams in a booklet (reprinted from "Engineering") on "The Larderello Natural Steam Power Plant," by Signor Ugo Funaioli, Director of the Electrical Department of the Società Boracifera di Larderello. Larderello is situated in the province of Pisa, near the ancient Etruscan city of Volterra, and is named after the firm of Larderel, which in 1818 established there the well-known works for the extraction of boracic acid from the natural steam springs. "The steam," writes Signor Funaioli, "finds its way through crevices in the soil, and sometimes issues at the bottom of small craters filled with

water, but more often in jets of steam or boiling water direct from the earth. These small craters are termed locally 'lagoni,' while the springs which give only steam are called 'soffioni.' . . . The idea of using the natural steam springs for obtaining motive power was often considered. . . . In 1905 Prince Ginori Conti, general director of the Larderello Works, decided to experiment. Encouraged by the good results, the Company erected a large power station in Larderello, with three units of 2500 kw. each. The works were begun in 1914, but were delayed by the European War. The first unit was started in 1916, and the power station was completed in the same year. . . . Four overhead lines at 36,000 volts diverge from the transforming station: (1) to Siena; (2) to Leghorn; (3) to Piombino; and (4) to Massa. . . . In another of the society's works, at Lago, a notable quantity of natural steam is available."—Copyrighted in the United States and Canada.



## "FRIENDSHIP TOWARDS ITALY": GENERAL DIAZ HONOURED IN LONDON.

PHOTOGRAPHS BY G.P.I. AND C.N.



ITALY'S GREAT COMMANDER-IN-CHIEF AT THE GUILDHALL: GENERAL DIAZ SPEAKING AFTER RECEIVING THE CITY FREEDOM AND A SWORD OF HONOUR.



THE ARRIVAL OF THE ITALIAN COMMANDER-IN-CHIEF IN LONDON: (LEFT TO RIGHT) GENERAL DIAZ, MR. WINSTON CHURCHILL, FIELD-MARSHAL EARL HAIG, AND FIELD-MARSHAL SIR HENRY WILSON.

General Diaz, Commander-in-Chief of the Italian Army, was presented at the Guildhall on October 24 with the honorary freedom of the City of London and a sword of honour, and was afterwards entertained at luncheon by the Lord Mayor at the Mansion House. Replying to the City Chamberlain's address, General Diaz recalled the fact that the great Italian battles had begun exactly a year ago, on October 24, 1918. After paying a generous tribute to his British "comrades," mentioning, among others, Lord Cavan, as our Commander-in-Chief, and the Prince of Wales, General Diaz said: "I feel most

highly honoured to be made a Citizen of London, and thus more closely bound to you. As the representative of an Army that has given 500,000 dead, 200,000 permanently disabled, and 700,000 wounded to the cause of liberty, I am proud to receive this sword, which, from being a symbol of war, to-day assumes the highest significance as a renewed affirmation of a brotherhood of arms which will remain in history as a consecration of the strength arising from a union of hearts and wills for a noble cause. It is a token of friendship towards Italy, who has given her all, in blood, treasure, and resources."



# OF GREATER PRICE THAN EVER: THE INCREASING VOGUE OF PEARLS.



A FORTUNE IN A NECKLACE: TWO MAGNIFICENT ROPES OF PEARLS (ACTUAL SIZE) VALUED, TOGETHER, AT OVER £340,000.



VALUED AT ABOUT £86,000: A MASS OF PEARLS (ACTUAL SIZE) RECENTLY RECEIVED IN PARIS FROM INDIA.

There are prevailing fashions in jewellery as in other articles of feminine attire, and at present there is a great vogue for pearls, which are in ever-increasing demand. Our illustrations show, in their actual sizes, some magnificent strings of pearls recently consigned to Paris from the Indian market. Of the two ropes shown in the top photograph,

the upper one contains 57 pearls and is valued at 7,000,000 francs (at the present rate of exchange, about £200,000), while the lower one contains 55 pearls, and is valued at 5,000,000 francs (about £142,000). The mass of pearls (also reproduced here in their actual size) shown in the lower photograph is valued at 3,000,000 francs, or about £86,000.



# BOOKS OF THE DAY

By E. B. OSBORN.

THE late Sir Edward Cook was one of the more humane editors, and none of the posterity of Delane (Delane, I know, was his model . . . especially when he was discreetly endeavouring to cure a young journalist of the habit of slovenly writing) ever had a greater love of letters or a finer literary taste. In his "Literary Recreations," which appeared a year ago, he proved himself a master of the learned essay, a species of Montaigne in fact; not the least ingratiating of his characteristics being his firm belief that quotation is the sincerest form of flattery. The essayist's first venture brought him a largesse of helpful reflections and criticisms from his innumerable friends (many of them, and those not the least faithful, had never met him face to face), some of which are mentioned in the preface to "MORE LITERARY RECREATIONS" (Macmillan; 7s. 6d. net). Thus in "A Study in Superlatives," one of the most charming essays in the first series, he raised the question, Which is the worst line in poetry? and gave Professor Tyrrell's selection of a line by Statius; whereupon some of his friends reminded him of other appalling specimens. One of these specimens from Macaulay's mock-Roman "Lays" is hard to beat as an example of comic bathos. The Roman father, before stabbing Virginia to death, thus addresses her:

And now, mine own  
dear little girl, there  
is no way but this.

Horne's "Orion" is a good hunting-ground, according to Mr. John Drinkwater, for the collector of very flat lines, and the creator of the new Lincoln presents as proof the following example:

. . . His friends  
Orion left,  
His further preparations  
to complete.

Another line of intolerable bathos, the rhythm of which suggests a certain brisk stupidity, is the achievement of Alexander Smith, the super-spasmodic poet:

My heart is in the  
grave with her,  
The family went  
abroad.

But, after all, the flattest lines of any English poet, living or dead, have been perpetrated by Wordsworth, who on one occasion recognised how he was confounding his friends by such portentous peccadilloes, and changed a fragment of chopped dog-prose in the "The Sailor's Mother":

And I have been as far as Hull to see  
What clothes he might have left or other property,  
into something which is not really so very much better, for an indistinguishable thought cannot be made to take on any colour of distinction:

And I have travelled weary miles to see  
If ought which he had owned remained to me.

The flat original lines merely become slightly flatulent. The most famous of this truly great poet's "crashes" into the lowest levels of the prosaic is:

Spade! with which Wilkinson hath tilled his land;  
which prompted Tennyson and Fitzgerald to engage in a competition to "make the weakest Wordsworthian line imaginable," and the line to which they gave the palm was this:

A Mr. Wilkinson, a clergyman.

This line is to be found in Mr. Bernard Shaw's versified form of "Cashel Byron's Profession," into which it was interpolated in the hopes, I suppose, of tricking some literary critic into giving himself away.

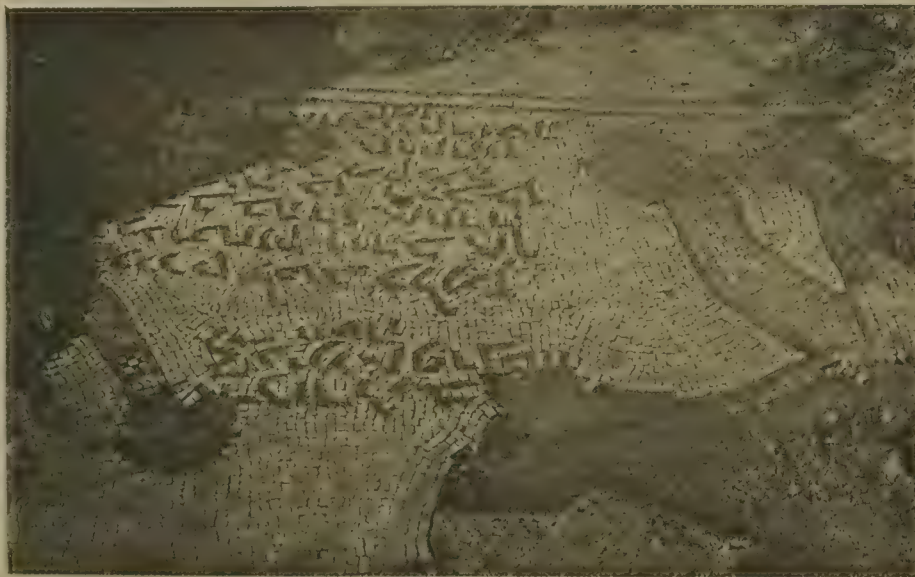
All Sir Edward Cook's go-as-you-please dissertations are packed with "learning put lightly like powder in jam." But it is this distinguished editor's sixty-page essay on "The Classics in Daily Life" which most clearly reveals the ultimate source of his literary taste and clear-cut precision of style. Like Lord Morley, he secretly regrets the disappearance of the Parliamentary habit of embellishing great speeches with classical quotations. Gladstone was the last famous Parliamentarian who kept up this fine old scholarly custom; in the debates on the Reform Bill of 1866, he was constantly quoting the *Aeneid*—indeed, somebody said at the time that he must have engaged the gentle ghost of Virgil as an additional private secretary (unpaid). But even with Gladstone, the last of the scholar-statesmen, the eighteenth-century habit of *thinking* in terms of Virgil and Horace was extinct; so that he never made such an apt and instantaneous use of his knowledge of the classics as Pitt did in his speech of 1792 in favour of the immediate abolition of the Slave Trade, when the sudden shooting of a beam of the rising sun through the windows of the House suggested a quotation from the first Georgic:

Nos . . . primus equis Oriens afflavit anhelis  
Illic sera rubens accendit lumina vesper.

This has been described as "the most beautiful and apt of recorded Parliamentary impromptus," and it could

two nobly-printed translations of the kind have just come into my hands. "LUCRETIUS ON THE NATURE OF THINGS" (A. L. Humphreys; 7s. 6d. net), by Sir Robert Allison, is a careful version of the "De Rerum Natura," the mightiest and most profound of Latin poems, the one epic of philosophy bequeathed to us from the ancient world, which, if we ignore the material teachings of civilisation, is seen to be so much more like than unlike our own. It was a happy thought of the translator to print as foot-notes—at the risk of occasionally throwing his failures into high relief—numerous passages in which great English poets, such as Spenser and Tennyson, have stolen the Lucretian thunders for their own high purposes. Another long labour of love for the classics is "THE PHARSALIA OF LUCAN" (A. L. Humphreys; £2 2s. net), a rendering by Sir Edward Ridley of the only epic of the silver age of Latin literature which has withstood the criticisms of that arch-critic Time. Some of Lucan's mighty lines, such as the one-line character of Julius Caesar:

Nil actum reputans dum quid supersesset agendum,  
are untranslatable into our own less massive diction, but this Judge in his leisure has been singularly successful in reproducing the spirit and power of the original.



UNEARTHED BY A TURKISH SHELL, AND RECENTLY DECIPHERED: AN OLD HEBREW MOSAIC PAVEMENT FOUND NEAR JERICHO.

During the war in Palestine a Turkish shell fired at British trenches at Ain Duk, near Jericho, laid bare this mosaic, which was photographed by Major A. M. Furber. He sent the photograph to the Académie des Inscriptions in Paris, and it was handed to the eminent French Orientalist, M. Ch. Clermont-Ganneau. He ascribes it to the fourth or fifth century A.D., and translates it thus: "Honoured be the memory of Binyamin, the Pharnas, son of Yoseh. Honoured be the memory of all those who render assistance, and of everyone who has given or shall give to this Holy Place, whether gold or silver or any valuable. Be not backward in giving to this Holy Place! Amen." The language is Judæo-Aramaic. There are traces of a design, perhaps a lion, and part of a human arm. M. Clermont-Ganneau says that excavations beneath the pavement might reveal some underground chamber of the synagogue, with vases full of Hebrew and Greek MSS., like those found in A.D. 217 in the reign of Caracalla and used by Origen.

only have been a first, sudden thought with one into whose very soul the Virgilian glamour had entered, as moonlight illumines a dark bedroom.

Classical quotations are no longer favoured in the House of Commons (though still possible in the Second, or rather Secondary Chamber), for Mr. Jack Jones and other Labour Members, who regard the classics with suspicion as a "class" possession, would certainly interrupt them with loud cries of "Translate!" Translated quotations, however, can still be used with impunity—as was done by Mr. Bonar Law, in expounding the policy of social reconstruction last November, when he referred to the famous epigram of Thucydides: "It is men that make a city, not ships or walls without men." Sir Edward Cook goes on to show how deeply inwrought into our literature classical knowledge is, and must still be; and leaves the reader assured that Greek and Latin, if cast out of politics, will remain part of the very texture of poetry and the noblest prose, and that men of action and translation, when the toil and moil of public life is over, will still devote their leisure to making English transmutations of classical masterpieces. Indeed,

A NATURALIST" (Hodder and Stoughton; 12s. net) this great master of natural science and a noble English style takes us back now and again to South America; but for the most part he uses his gift for minute observation in elucidating mysteries of the English countryside. But, having known a number of dogs intimately, I cannot agree with the conclusions of the essay entitled "The Great Dog-Superstition," which drew down on its author long ago the gentle rage of the late Miss Frances Cobbe, who said he was "worse than a vivisectionist." Yet there is a good deal of truth in the suggestion (well taken up by Andrew Lang in one of the best of his "Lost Leaders") that the enervating patronage of women has done much to pervert the dog's soul into servility and four-footed snobbishness. Mr. Hudson's "BIRDS IN TOWN AND VILLAGE" (Dent; 10s. 6d. net), which reminds me even more strikingly than the other volume of Henri Fabre's constancy and loving-carefulness in observation, will raise no such controversy. . . . I will now go for a walk, in the bright sunlit air of a perfect St. Luke's summer day, with my terrier, who has just "done his bit" in the national campaign against rats.



# OUR ROYAL GUEST FROM PERSIA: THE SHAH—A CORONATION SCENE.

PHOTOGRAPH BY H. LIÉNART.



LEAVING THE PERSIAN PARLIAMENT AFTER TAKING THE OATH TO THE CONSTITUTION ON THE KORAN:  
THE SHAH, AHMED KADJAR, DURING HIS CORONATION AT TEHERAN.

Ahmed Kadjar, Shah of Persia, who arranged to arrive in this country on October 31, is the son of Mohammed Ali, and was born on January 21, 1898. He is thus only twenty-one. His Coronation took place at Teheran, amid gorgeous and picturesque ceremonial, on July 21 last. At nine in the morning of that day he drove from his Palace to the Persian Parliament and took the Oath to the Constitution on the Koran. Our photograph shows him leaving the Parliament building after that part of the ceremony and going on foot, followed by his Court, to the Mosque where the religious rites were

performed. The actual Coronation took place later in the Throne Room at the Palace, the new Shah placing the crown on his own head, according to Persian custom. On the following day was the ceremony of the Salaam, an incident of which is shown in our double-page illustration, under which we give some details of the new Anglo-Persian Agreement with which the Shah's visit to England is associated. Before coming here, he spent some time in Paris, where he arrived on October 5, and at a seaside resort in the South of France.



## VISITING ENGLAND IN CONNECTION WITH THE NEW ANGLO-PERSIAN AGREEMENT: THE SHAH—AT HIS CORONATION.



## PERSIA'S POET - LAUREATE PLAYS AN IMPORTANT PART IN THE CORONATION CEREMONIES: DECLAIMING AN ODE BEFORE THE SHAH IN THE ROYAL PALACE AT TEHERAN.

The official visit of the Shah of Persia to this country, where he arranged to arrive (after his stay in France) on October 31, is of especial interest in view of the closer relations between Great Britain and Persia embodied in the important Anglo-Persian Agreement signed at Teheran on August 9 last. In it Great Britain agrees, among other things, to respect Persian integrity; supply experts for Persian administration, and officers and equipment for a Persian force to maintain order; and provide a loan of £2,000,000

for these purposes. It is twenty years since a Shah of Persia has come to England, and many preparations have been made in his honour. The City of London has arranged to present an address of welcome, in a gold casket, and to entertain him at the Guildhall. The Shah will also make a tour in the provinces, and a visit to Manchester has been provisionally fixed for November 4. The above photograph was taken on July 22 last (the day after the actual Coronation) during the ceremony of the Salaam.



## OUR "ANORDNUNG" IN COLOGNE: BRITISH REGULATIONS FOR GERMANS.

DRAWN BY BRYAN DE GRINEAU.



1. "UNIFORMED OFFICIALS WILL ALWAYS SALUTE BRITISH OFFICERS."
2. OUTSIDE THE MILITARY GOVERNOR'S H.Q.: REQUISITIONED GERMAN CARS.
3. DURING THE PLAYING OF THE BRITISH NATIONAL ANTHEM: AN OPERA AUDIENCE.

Cologne, while under the British occupation, has to observe certain regulations, which are contained in an "Anordnung" printed in English and German and posted up in the city. One is that: "Uniformed officials will always salute British officers." Another says: "When the British National Anthem is played, civilians will remove their hats, and persons

4. STUDYING A BRITISH "ANORDNUNG": INHABITANTS OF COLOGNE.
5. "SHOWING PROPER RESPECT" TO A BRITISH OFFICER: GERMAN CIVILIANS RAISE THEIR HATS.
6. A QUESTION OF BILLETING: A GERMAN FRAU PLEADS A LARGE FAMILY. In uniform will salute." Similarly, "all persons of the male sex will show proper respect to British officers, and when addressing or being addressed by them will raise their hats." All householders must billet soldiers if necessary, or else give a very good reason for not doing so. Usually the plea is—a large family.—[Copyrighted in U.S.A. and Canada].



## THE UNION JACK SALUTED IN COLOGNE: RESPECT TO THE COLOURS.

DRAWN BY BRYAN DE GRINEAU.



"CIVILIANS WILL RAISE THEIR HATS AS THE COLOURS PASS": GERMANS IN COLOGNE CONFORMING TO A BRITISH REGULATION.

Although the British Army of Occupation holding the Cologne bridgehead has been greatly reduced, the German territory occupied by us is still regulated and controlled as efficiently as ever. Certain rules and regulations must be strictly adhered to by the Rhinelanders, and, on the surface at any rate, they are very amenable to our discipline. Our drawing shows the manner in which one such regulation is obeyed by passers-by in the streets of

Cologne. It requires that "All persons of the male sex will pay respect to the regimental colours of the troops of the Allied Powers when carried uncased. Uniformed officials will salute and civilians will raise their hats as the Colours pass." A Reuter correspondent writes: "The order is not enforced with a too rigorous severity, and I have never heard of any German, of either sex, complaining."—[Drawings Copyrighted in the United States and Canada.]



# THE WORLD OF FLIGHT

## ON THE FLIGHT TO AUSTRALIA.

By C. G. GREY,

Editor of "The Aeroplane."

JUST at the moment there appears to be a good deal of public interest in the flight to Australia for the £10,000 prize offered early this year by the Australian Government to the first Australian aviator to reach Australia by air. In its original form the offer stood at just that and no more, and so several plucky young Australians set about preparing to fly to Australia on their own account as soon as the coming of summer made it possible to start from this country. Then the department of Civil Aviation stepped in, and, in association with the Committee of the Royal Aero Club, persuaded the Australian Government to consent to making the flight into a regular cut-and-dried competition, complete with rules and regulations, and a time limit, presumably so as to prevent the competitors from taking too long on the way and boring the expectant public of Australia.

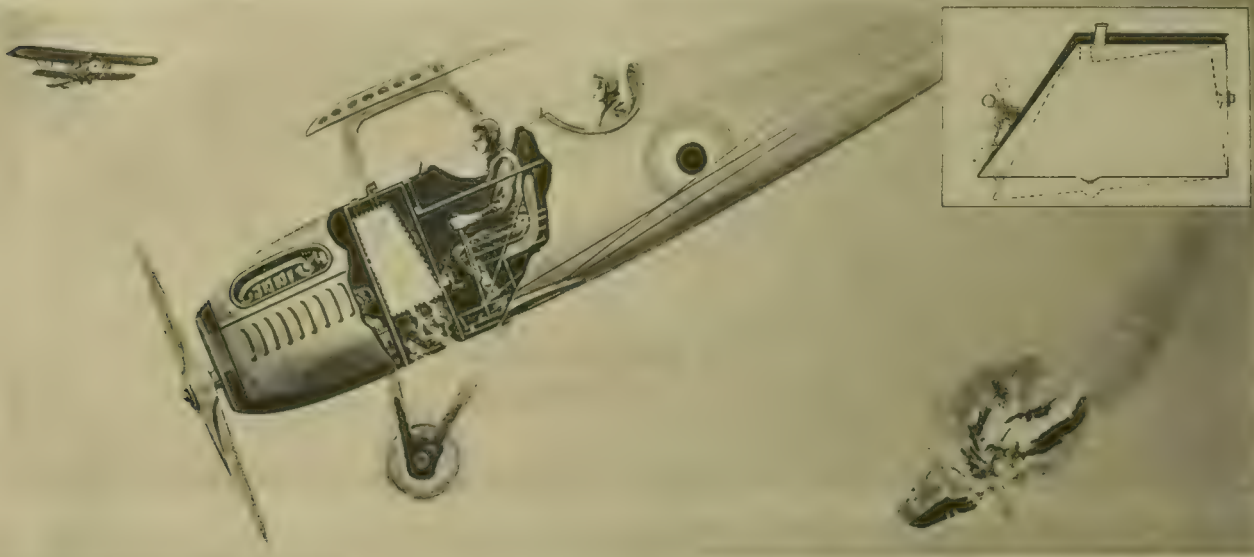
Some of the original schemes were, in fact, uncommonly interesting, for they illustrated the extremes of aerial transport. The most extravagant method proposed was that of getting the pilot through by air with relays of different types of machines. For example,

Australian flight, the scheme failed, firstly because the necessary firm was not forthcoming, and secondly because, when the rules and regulations were fixed on to it, they forbade the changing of machines and insisted that the same machine should be used throughout.

Right at the opposite end of the scale came a scheme for a lone-hand raid on the prize formulated by a gallant young Australian officer, formerly of the R.N.A.S., who had enlisted at the beginning of the war and had won his commission by sheer skill and bravery in aerial combat. He proposed to buy or borrow a small aeroplane, with an 80-h.p. le Rhône engine, whose reliability he knew of old and whose mechanism had been his particular study during the war. He proposed to fit this with a tank which would carry fuel for over 500 miles flying. And thus equipped he proposed to tackle the journey all by himself. His route was to be London, Paris, Marseilles, Rome, Damascus, Baghdad, Karachi, Calcutta, Singapore, Java, Timor, and Port Darwin. He had mapped out stages of about 300 miles each, his longest stage being the last, of about 400 miles, from Timor to Port Darwin.

to pay fairly high fees for a trip in a machine which was on its way from England to Australia. In this way he expected to make the journey pay for itself, even if he could not make it pay for the cost of the machine and show a profit as well. Like the other schemes this was knocked on the head by the institution of rules and limitations, but one is by no means sure that such a scheme, properly organised and operated, could not be made a business proposition, quite apart from any prospects of a prize at the end of the journey.

The apparent object of the Air Ministry in stepping in was to prevent people from starting without adequate preparation and arriving in the East at the wrong time of the year, when they would be likely to run into tropical storms, tornados, cyclones, and other meteorological phenomena of an unpleasant nature. The Air Ministry, ever solicitous for the future welfare of civil aviation, is particularly anxious to avoid loss of life on such a venture as this; for such a tragedy would produce a generally unfavourable atmosphere around civil aviation and the Government Department concerned therewith. Also, at the time when the



THE AVIATOR'S GREATEST PERIL: A FRENCH DEVICE FOR DROPPING OVERBOARD THE FUEL-TANK SHOULD IT TAKE FIRE.

The "Scientific American," by whose courtesy we give this diagram, says: "The problem of designing a fuel-tank that could be instantly detached and released from an airplane has received considerable attention. First in England, and later in France, actual tests have been carried out. One of the French schemes is depicted in the accompanying illustration. The tank, in this case, is sort of wedge-shaped, and held in a wedge-shaped compartment by means of a simple latch device. The latch can be released from the cockpit, and the same operation shears all the pipe connections."

a high-speed land machine would take him from London to Marseilles, where a fast long-distance seaplane would be waiting to carry him to Otranto, Malta, and Port Said. At Port Said he would change to another land machine, but one with an undercarriage suited for landing on the sands of the desert. On this he was to fly across Arabia to Baghdad and Bushire, and would probably chance the top piece of the Persian Gulf, continuing on the same machine to Karachi and across India to Calcutta. There he would change again on to a fast seaplane and fly down to Singapore, where he would change again on to a big flying-boat with adequate cabin accommodation for the long journey through the Malay Archipelago to Port Darwin, the northernmost port in Australia.

The scheme had much to recommend it, provided that a firm could be found to supply all the different types of machines required and to stand the expense of sending them out to the various points of exchange. Certainly it would be by far the quickest way of doing the journey, and it seems highly probable that when at last aeroplane lines to Australia come to be established, some very similar system will come into use. That is to say, passengers will fly over the land sections of the route on land machines, or at any rate on amphibians which can alight either on land or on lakes or rivers, and will change for the long sea journeys into big sea-going flying-boats, probably bigger than the late lamented *Felixstowe Fury*. But in this case of the

of which about 300 miles would be over the sea. As far as Calcutta he reckoned on landing at the aerodromes of the French, Italian, or British flying services. Beyond Calcutta he proposed to land on the local race-courses; for, as he said, wherever there is a civilised town there is a race-course, and he reckoned that he could put his tiny machine down in anything as big as a cricket-field. For fuel south of Calcutta he relied on supplies from the Anglo-Dutch petroleum interests in the East Indies. And for the overhaul of his engine at regular intervals, he relied on himself, just as he relied on his own knowledge of navigation. It was a magnificent sporting effort, and, knowing the man, one believes that he would have stood a very good chance of getting through.

Yet another scheme, equally interesting and almost equally promising, assuming that time was no object, was that of a seaplane pilot who proposed to buy a seaplane or a flying-boat, and make the journey entirely by water. Across France he proposed to follow the rivers and canals to the mouth of the Rhône. Then he intended to visit various Italian ports, and to go across to Salonika, Smyrna, Jaffa and Port Said. Thence his course would be to Aden, up to Bushire, across to Karachi, down to Colombo, up to Calcutta, down to Singapore and so to Port Darwin. His idea was to stop a few days at each of the important towns on the route and take up passengers, on the assumption that there would be no lack of people who would be pleased

Australian Government's offer was first made, the International Air Convention had not been composed, let alone signed, and so international complications might have arisen from the haphazard flying of Australian aviators over the territory of our Allies. In fact, the Convention was only signed a week or so ago, so that even if the Oriental weather had been suitable, and all the rules and the competitors had been ready months ago, it might have been difficult to let the race start.

Now, apparently, all is in order. The meteorological people say that this is the best time of the year for fine weather in the northern tropics. The various competitors are said to have spare engines, spare parts of machines, fuel supplies, gangs of mechanics and all other necessities dumped at certain stated points along the route. The only fly in the ointment seems to be the time-limit of thirty days, inside which the 11,294 miles to Port Darwin must be covered if the prize is to be won. This means flying something very like 400 miles a day for a month. And if, owing to minor troubles, a competitor is delayed on the way, he may make an effort to cover 1000 miles or more in the last day with a tired engine, and so may disappear in that 500-mile stretch of sea on the prescribed official course, between Koepang Bay and Port Darwin, just as effectually as if there had been no rules at all and everybody had embarked on a go-as-you-please contest in which there was plenty of leisure for care of engines and machines.





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At Arras there is a pathetic collection of works of art rescued from various churches and other buildings within the Artois zone of fighting during the war: Soon, it is said, the President of the Republic will lay the foundation stone of a permanent museum at Arras for them. At present they are housed in a large hangar, converted into a temporary museum. In the upper illustration may be seen one of the old Lions of Arras in

sixteenth-century beaten copper work. The lower photograph shows, in front, a fifteenth-century marble monument from Béthune, and behind it a sixteenth-century marble effigy (also recumbent) of Jehan de Montmorency, from Courrières. In the centre, beyond, is a sixteenth-century equestrian figure of St. George, in wood, from Favreuil.



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## SCIENCE JOTTINGS.

## THE PREVAILING EPIDEMIC.

WITH the return of winter, most of us are suffering from some sort of "cold" or catarrh in the head or throat. This does not seem to be ostensibly connected with any exposure to cold, as the temperatures have not yet become very low for this time of year, and biting winds have been the exception rather than the rule. On the other hand, it has all the characteristics of an epidemic, being found to follow with fair certainty the frequentation of crowds; while in institutions, Government offices, and other places where numbers congregate, it runs from one person to another like wild-fire. A transport with troops from India landed here the other day with over one hundred cases on board, and such instances could doubtless be multiplied.

In these circumstances, everyone's ideas naturally turn to influenza, which, it may be remembered, was particularly prevalent in London at the time of the Armistice, or about this time last year. Yet the present epidemic does not seem to be the influenza, or at any rate not influenza of the type which experience has unhappily made familiar to most of us. It begins, as a rule, with a sore throat of the "relaxed" type, with a marked increase in the amount of saliva secreted. This does not lead, in most cases, to any cough, but gradually produces a running from the nose and eyes of more or less severity. The temperature is hardly above normal, and neither loss of appetite nor of sleep seems to follow. But the complaint is hard to shake off and shows a most objectionable tendency to return. Thus the sufferer may often go to bed with no signs of cold on him, and congratulating himself that he has got rid of the malady, only to wake up in a few hours with a fit of sneezing and watering of the eyes which makes him think he has contracted fresh infection. It is too early to say yet whether, if these symptoms are neglected, they are



ROUMANIAN TROOPS IN THE HUNGARIAN CAPITAL: A GROUP OF ARTILLERYMEN, WITH THEIR COLOURS, AT BUDAPEST.

WITH THE ROUMANIAN FORCES IN HUNGARY:  
A REVIEW OF TROOPS AT BUDAPEST.



REVIEWING TROOPS OF THE 2<sup>ND</sup> DIVISION OF CHASSEURS: M. DIAMANDY, ROUMANIAN HIGH COMMISSIONER AT BUDAPEST, WITH THE ROUMANIAN COMMANDER-IN-CHIEF, AND GENERAL HOLBAN.

likely to develop into the old form of influenza with a high temperature and pains in the neck, but the evidence up to the present would rather lead one to suppose that they

would not. In some few cases, however, they have certainly proved the precursors of pneumonia, and it is easy to understand that in a field thus prepared, the *pneumococcus*, which according to most authorities is always with us, would probably find the abiding place he would most desire.

The cause of this malady is, for the present, *sub judice*, it having been announced that the Ministry of Health have set up a Committee, consisting of, among others, the Principal Medical Officer, Sir George Newman, and Dr. Buchanan, to inquire into it. While awaiting the result of their labours, however, the guess may be hazarded that perhaps the shortage of butter and in a lesser degree of milk, from which the nation is suffering, may have something to do with it. Both milk and butter contain vitamins which substances like margarine do not, and with the lowering of the temperature of our dwelling-places, one naturally turns to fat and heat-forming foods to replace the adipose tissue which most of us have lost during the summer. But during the strike a sort of tacit understanding prevailed among right-thinking people

that milk should be abandoned as much as possible to children, while butter is at once so expensive and so hard to come by that it has become almost a patriotic duty to eat margarine. This would explain why it is that it is adults rather than children who are attacked by the present epidemic, which is entirely at variance with the usual rule in such cases.

As to treatment, some rather heroic remedies have already been suggested, among others being a return to blood-letting put forward by the Medical Officer of Poole to the Royal Sanitary Institute. This seems based on the hypothesis that the new epidemic is one of the forms of our old friend the so-called "Russian"

influenza, as to which there is as yet no proof and which does not seem to find favour with the best authorities. The recommendation to stay in bed and, thus avoid

(Continued overleaf.)



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(continued)

the risk of pneumonia, is an excellent one for those who can afford to follow it, although for those who have to get about and earn their living it is rather a counsel of perfection.

The Ministry of Health is said to be about to issue some hints on the subject, but in the meantime there are a few palliative measures which every layman is at liberty to try, and which may be fairly relied upon

in the early stages, sometimes acting like a charm. A doctor should, of course, be consulted whenever practicable, and those who have reason to dread influenza may think it well if he sees fit to undergo inoculation against it. A compound vaccine containing, beside the (atoxic) *pneumococcus*, the bacillus of Friedländer, the *B. Influenzæ* and the *Micrococcus catarrhalis*, is highly spoken of, and is said to give immunity against even common colds for six months.

Sandy for his untimely arrival in her room and his dishonourable proposal; but the average nice girl would not, for that reason, have turned to marriage with such a frog-like being as Philip Antrobus.

"The Hidden Valley" (The Bodley Head) is well written, and carries its improbable story with an ease which does justice to the art of Mrs. Muriel Hine. It makes up, in fact, in grace what it lacks in realism.



ONE OF OUR LATEST AND MOST POWERFULLY ARMED DESTROYERS: H.M.S. "WITHERINGTON."  
H.M.S. "Witherington," which has just been handed over to the Navy by its builders, Messrs. J. Samuel White and Co., of East Cowes, is one of our latest and most powerfully armed destroyers. She is of 1450 tons displacement; and 28,000 s.h.p., giving a speed of 35 knots.

to give relief, if not to effect a cure. The first of these is to keep as warm as possible by putting on extra clothing or sitting in warm rooms, neither violent exercise nor excessive perspiration being, so far as can be judged, indicated. The second is to eat freely so far as the appetite allows, preference being given to fat and heat-forming foods and a moderate amount of alcohol allowed to those who are not teetotalers. The third is the old-fashioned habit of greasing one's nose before going to bed, which is best done by inserting a "fid" of vaseline jelly by the help of a wooden match in each nostril—this last remedy,

#### A NEW NOVEL.

##### "The Hidden Valley."

This is the story of the girl who recoils in a white heat of disgust from the ardours of the man to whom she is engaged, and, caught on the rebound, marries instead an elderly bore whose Parliamentary ambition is his only love. We have never quite believed in the young woman whose awakening to the strength of her lover's passion takes the form of these amazed and indignant recessions. Sheila might well have been furious with

It is, perhaps, chiefly significant for its unconscious reflection of those attributes of the English that perplex our Continental neighbours—our voluptuous enjoyment of the fervours of a bedroom scene, and our downcast eye, our prudish attitude towards the natural instincts of normal men and women. The girl who reads "The Hidden Valley," and is prepared to model her conduct of her love-affairs on Sheila's way, has a tough row to hoe, for Mrs. Hine's book is false to life, however pleasantly true it may be to the conventions of the British public and the popular romance.

## On buying a BAG

It is obvious that the nearer one can get to the actual manufacturer the more reasonable the likelihood of securing such Quality and Value as one may feel sure about.

Now Harrods are actual makers of a large proportion of the Bags, Portmantaux and Dressing Cases that they offer, and it is not too much to say that Harrods make these things with the idea of making them better than they have ever been made before, using to that end materials which some may think *too good*, taking pains which some may think *too great*, reaching a standard which some may think *uncommercially high*.

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Full size Bag, in extra stout grain cowhide. Hand-made throughout. Limp ends, 4 solid leather corners.

22 inches ...	£7 7 6	26 inches ...	£8 7 6
24 inches ...	£7 17 6	28 inches ...	£8 17 6

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Real pigskin, lined throughout real pigskin. Finest Quality gilt locks with four levers. Hand-sewn.

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26 inches ...	£22 0 0	28 inches ...	£23 0 0

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HEPPLEWHITE JAM SPOON



## LADIES' NEWS.

THE Shah is to be the King's visitor at Buckingham Palace, and to receive all honour as a guest of the Empire. Things have changed since the visit of the Persian King of Kings in Queen Victoria's days of whom such delightful stories were told. One was that when the Prince of Wales—afterwards King Edward—had been with him all over Trentham, with the then Duke of Sutherland, grandfather of his present Grace, the Shah drew the Prince aside and very seriously told him to advise the Queen to have the Duke of Sutherland got rid of. The astonished Prince had given him as a reason for this sanguinary counsel that the Duke was much too powerful a nobleman to be safe so near the Throne! It was also currently believed that the King of Kings having admired very greatly the then Duchess of Manchester (later the double Duchess as her Grace of Devonshire) gravely suggested that her husband should be offered £40,000 for her on his behalf. The present young Eastern ruler has been educated on European lines, and has had intercourse with the outside world unheard of in this predecessor's time. He is said to be a delightful young Prince, and, although heavy and big for his age, very active and light of foot.

The visit of the King and Queen of Spain is a private one. Their Majesties have so many friends here that their time will be fully occupied. The venerable Empress Eugénie will be glad to see her god-daughter, Queen Victoria Eugénie. It is said to be the Empress's intention to go to her villa at Cap Martin in order to escape the fogs and chills of our winter. Her departure, possibly delayed to see the Queen of Spain, has not been in time to escape fogs.

There is a subtle fascination about the furs of this season. Their hall-mark of the moment is their softness. Almost they might be drawn through a curtain-ring. At the International Fur Store, 163-5, Regent Street, are some remarkably covetable models. There is a long broad tie in fascinating skins that look so like the finest Russian sable one waits in awe to hear the price. The fur is really finest squirrel, dressed and pointed to look like the fur of the Russian rarity known as sable. Of great fascination, too, is a broad soft tie of ermine and mole in alternating sections. The mole is worked in diamond pattern; the ermine in long ribs, and fringed with its own tails. The muff is half of each fur, and the set is very smart indeed. A cape of Hudson Bay sable is as handsome as it is cosy



AN ATTRACTIVE WRAP.

A shoulder-cape made from specially selected skunk skins, and lined throughout with rich broché satin, is one of the many fascinating fur garments to be found at the International Fur Store, 163 and 165, Regent Street, W.

and becoming. Another is of skunk dressed in bands. Mantilla-shaped capes of fur are very graceful and rich-looking. One of these in natural Hudson Bay sable is really beautiful. Red fox is quite a favourite fur; its tawny length of soft hair is quite attractive. It is not cheap by any means, but it is singularly effective. The linings are in every case soft, but are also handsome—figured crêpe-de-Chine, soft brocades, satin with printed designs, that might be drawn through a wedding-ring. The note of all these lovely, rich, becoming garments is softness. It adds materially to their comfort in wear.

There has, perhaps, never been a time when the handkerchief figured more conspicuously in the addenda of a smart woman's costume. It has lost its first name as far as we are concerned, for it rarely, if ever, resides in a pocket—or, if so, it is a wee thing specially contrived to show the pretty "handky." Pretty it must be nowadays, when it is carried in a glove, a smart bag, a sleeve, or tucked in a bodice. There is, in all this planet, no place for handkerchiefs like Robinson and Cleaver's. This great linen firm sells them by the thousand, and, if one wants to realise their variety, a call at the Linen Hall, Regent Street, will provide a liberal education in the matter. There are lovely handies, some of which are very beautiful, in fine sheer linen, with beautifully embroidered corners, at 2s. 3d., 2s. 11d., 3s. 3d., 3s. 9d., and 3s. 11d. These are dear, dainty little possessions. Of course, if one is specially particular, and well enough off, there are works of art in the form of hand-woven and hand-embroidered handkerchiefs that are good value from a guinea to 47s. 6d. each; and lace-edged varieties may be purchased up to practically any price. Coloured linen squares are now in great favour, especially those with embroidered borders. These too are in great variety at Robinson and Cleaver's, whose "Autumn Fashion and Linen Catalogue" is now ready, and will be forwarded to all clients and intending clients on application.

A delightful survey is that of "Autumn Fashions" by Harrods. It is profusely illustrated, and some of the pictures are beautifully reproduced in colours, and in the very newest and most effective of these. Everything is absolutely the last word, in its own line, of the dictates of "her-who-must-be-obeyed" for the coming months. Space is given for each illustration to be thoroughly appreciated, and in every instance the full description and the price can be easily looked up in the key, or found beside or under the picture. Harrods also issue a delightful list of furs beautifully illustrated, and proving that, if furs are rare and costly, they are in elegance, distinction, becomingness, and beauty well worth the cost.—A. E. L.

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## LUDENDORFF'S STORY.

GENERAL LUDENDORFF has compressed his "War Memories" (two vols.; Hutchinson) into an octavo work of some eight hundred pages, containing about a quarter of a million words—which is about the size of an average novel by Dickens or Thackeray. This story



THE REMAINS OF THE FIRST ABBOT OF CALDY TRANSFERRED FROM BELGIUM: THE PROCESSION THROUGH THE ISLAND, FOR THE REINTERMENT. The remains of the first Abbot of Caldy, Abbot Samson, who lived fourteen hundred years ago, have just been transferred from Belgium, where he died, to Caldy. Caldy Island, which is an extra parochial district of Wales, is in Carmarthen Bay, 2½ miles south of Tenby.

Photograph by Squibbs.

of his was indited partly in Sweden—where, in imitation of his ungrateful War-Lord, who fled to Holland, he had taken refuge after the downfall of his country which he had been powerless to avert—and partly at Berlin, whither it was permissible for him to return after the calming down of things. "Completed in Berlin," he says, "by June 23, the day on which we accepted (!) the Peace" which was to be signed five days later, on the anniversary of the tragedy of Serajevo, the *causa causans* of the World War, like the Hohenzollern candidature for the throne of Spain.

In the war-drama which he details Ludendorff constitutes himself the central-figure, though he often writes

in the third person, like Caesar in his "Commentaries." Even when he speaks of the Kaiser, which he only does as little as he can, and then but grudgingly, it is always in the *Ego et rex meus* spirit of Cardinal Wolsey and his royal master—and the simile might be extended to identity of fall. But Ludendorff is not one of those soldiers who can write as well as fight—like, for example, our own Roberts, Wolseley, and Wood. From the nature of the case, his story cannot fail to be even regarded as highly informative, and even authoritative; but otherwise it has serious blemishes.

In other words, Ludendorff is too little of a philosopher to be a good historian. He offers us facts without their meaning, which is just as bad as bones without flesh. Above all things, he writes a history of the war from the German point of view, without an introductory chapter—or, indeed, a single word—about the causes or the rights and wrongs of the war, in the proper manner of Crimean Kinglake and the *Times* historian of the Boer War. On the contrary, Ludendorff rushes at once in *medias res* with the curt statement that the "*coup de main* at Liège" (*cujus fui*

*magna pars*) "was the first of the series of German victories. The decision was a bold one, and its execution extremely daring"—especially on the part of Ludendorff, who writes: "I always regard it as a special favour of fate that I was able to be present at the taking of Liège, if only because I had worked on the plan of attack in peace time, and had always been impressed by the importance of the operation"—a tacit admission that the General Staff had meditated the invasion of Belgium long before Bethmann-Hollweg was to avow the absolute necessity of such an international crime. "The Kaiser,"

he adds, "decorated me with the Order *Pour le Mérite*" (highest of military decorations, founded by Frederick the Great, in the gift of the Prussian Crown), "which had been awarded me for my work at Liège, and spoke appreciatively of me"—which was more than Ludendorff himself afterwards did, or even felt, with regard to the imperial "fountain of his honour" himself.

Curiously enough, Ludendorff is far more "appreciative" in his remarks about the Crown Prince than about the Kaiser, and on this subject runs counter to and upsets certain popular impressions, or prepossessions, as to "Little Willy." "Among my happiest recollections," he says, "are my relations with the Headquarters of the German Crown Prince. He showed a great aptitude for the profession of arms, and asked clever and very informed questions." He was fond of his men, and did all he could for them. He was not in favour of the war, but advocated peace. That is the truth, whatever others may say to the contrary. . . . The Crown Prince was the victim of



THE REMAINS OF THE FIRST ABBOT OF CALDY TRANSFERRED: THE CASKET, UNDER ITS CANOPY, IN THE PROCESSION.

Photograph by Squibbs.

the false impression he produced; there was more in him than appeared on the surface"—or, in other words, he was not such a fool as he looked, which was also the impression of other close observers, including Mr. Gerard,

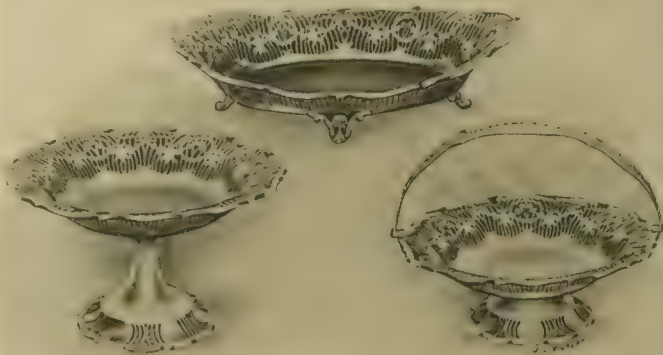
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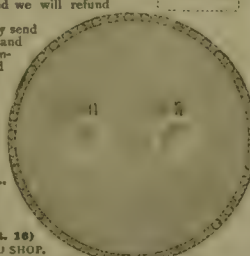
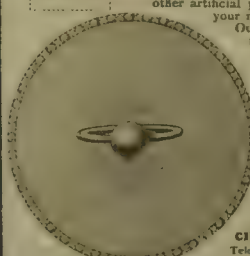
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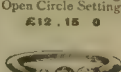
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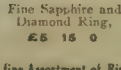
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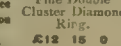
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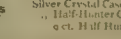
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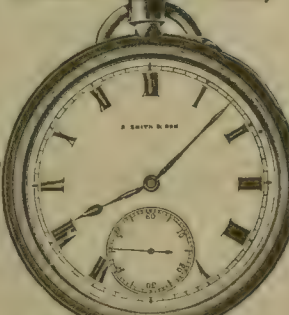
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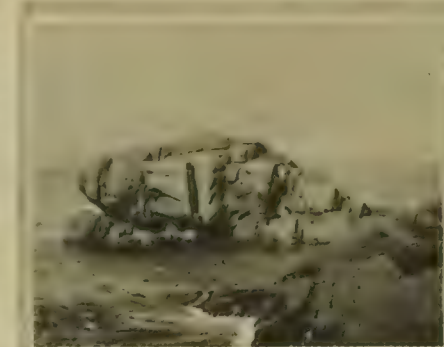


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American Minister at Berlin. In another passage of his narrative Ludendorff frankly admits that he could not get on very well with the Kaiser himself, whose character had little in common with his own—and that, in fact, they were incompatible elements, like oil and water. Prussian loyalty prevents him from saying more, but one can well imagine what he thought of the Kaiser in his heart of hearts, and what he may even have said on the subject to his most intimate friends.

Foremost among these was Field-Marshal von Hindenburg, nominal C-in-C. of the German Armies, to whom he gradually came to act as Chief of Staff. "Our strategical and tactical views," he writes, "were in complete agreement, and harmonious and confident co-operation was the natural result. After discussion with my assistants I used to lay my ideas for the initiation and conduct of all operations briefly and concisely before the Field-Marshal. I have the satisfaction of knowing that from Tannenberg to my resignation in October 1918, he always agreed with my views and approved my draft orders"—the War Lord himself, by reason of his military incapacity, was out of the running altogether: so much is clear. No wonder it repeatedly appeared to Ludendorff that "His Majesty was personally taking a part against me," as in 1918, and that he could only overcome this passive resistance by a threat to resign.

But there came a time later in the same war when these threats had lost their efficacy, "when the distortion of facts had achieved its end, and I was dismissed. . . . Speaking to me alone, the Emperor seemed wholly changed in comparison with the previous day" (towards the end of October 1918, on the eve of the Armistice). "He expressed himself particularly against the Army Order of the 24th" (enjoining resistance to the death). "There followed some of the bitterest moments of my life. I said respectfully to his Majesty that I had gained the painful impression that I no longer enjoyed his confidence, and



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that I accordingly begged most humbly to be relieved of my office. His Majesty accepted my resignation. I went back alone. I did not see his Majesty again."

## THE PLAYHOUSES.

### "IOLANTHE" AT THE PRINCES'.

NO doubt mid-Victorian audiences were more delightfully conscious of audacity than we can be nowadays in accepting and responding to the fun which Gilbert poked at the House of Lords in "Iolanthe," but though politicians have reduced the importance of our Peers in the Constitution, there is still about the Upper Chamber sufficient pomp and circumstance to give point to the old jests; and the opera in which they are quaintly associated with fairies has so much light-heartedness about it that it bears revival almost better than any of the series. The entrance of the Lords in their robes, the song of the Earl about "blue blood," the delicious soliloquy of the sentry in Palace Yard, and the little Arcadian numbers in which Strephon and Phyllis figure—all these things, to which author and composer made an equally joyous contribution, have escaped the staling influence of time, and were, indeed, hailed quite rapturously by playgoers at the Princes' on the night of "Iolanthe's" reintroduction. If those in front of the house were in the highest spirits, equally so were the players. Mr. H. A. Lytton obviously enjoyed himself in the Lord Chancellor's rôle even as he gave enjoyment. Both Mr. Leo Sheffield as the sentry and Mr. Derek Oldham in his discourse on blue blood were in the happiest form. The Fairy Queen of Miss Bertha Lewis, the Iolanthe of Miss Nellie Bricliffe, and the Strephon of Mr. Sydney Granville satisfied even the sternest purists; and as for Sullivan's score, it seemed, under Mr. Geoffrey Toye's sympathetic conduct, as fresh as it was familiar.

### "MAGGIE" AT THE OXFORD.

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(Continued overleaf.)

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(Continued.)

waltz-song of itself would make a visit to the piece worth while. Next there is the humour of Mr. George Graves, who is really more than a comedian, for he collaborates with his librettists so that it is difficult to decide how much of his part has been prompted by them, how much depends upon his improvisations; probably we shall not be wrong in attributing to him the jests with the strongest flavour, when, it is only fair to add, seem to be those most liked. Then should be mentioned the daring creations in the way of women's dresses for which M. Poiret is responsible; both his mannequins and the customers who come on the scene to admire their parade make a dazzling picture. Last and not least, praise must go to the music of M. Lattes, which eschews the jingle and emptiness of the ordinary score and, while being consistently sparkling and melodious, seeks to illustrate the sentiment of the lyrics. The libretto is the work of Mr. Fred Thompson and Mr. H. F. Maltby: it will serve.

#### "THE LILAC DOMINO" AT THE PALACE

Obviously "The Lilac Domino," despite its long run at the Empire, had not exhausted its popularity. It appears as fresh as ever on its revival at the Palace, and looks like having settled down to a fresh spell of favour. M. Cuvillier's comic opera, to be sure, has the advantage of being able to recall the services of most of the artists who helped to lift it into fame in London. How Miss Clara Butterworth could have been replaced, it is not easy to imagine. Not only is she, with her fine vocalisation, available, but with her also appears a partner of her own class, Mr. Jamieson Dodds. Other elements making for success are Mr. Frank Lalor's drollery and some first-class dancing.

That artist of genius and distinguished novelist, Mr. Wyndham Lewis, has just published a pamphlet entitled "The Caliph's Design: Architects I where is your Vortex?" which is an *exposé* of the author's views on modern art in all its branches. It combines the rare qualities of wit with profundity, and is a violent attack on sham art, and the affectations of the various artistic coteries. Mr. Wyndham Lewis is especially hard on the bad architecture of the day. However much one may disagree with his views, there can be no doubt that "The Caliph's Design" makes most stimulating reading, and gives one great insight into modern art.

## CHESS.

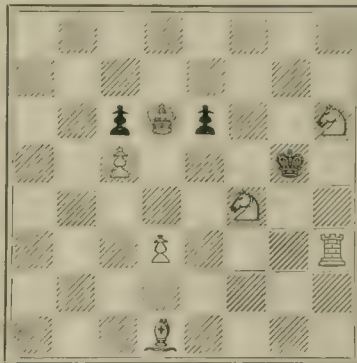
TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

SOLUTION OF PROBLEM No. 3821.—By H. F. L. MEYER.

WHITE  
1. Kt to Q 3rd  
2. Kt to R 7th (ch)  
3. B mates.

BLACK  
K takes P  
K moves

PROBLEM No. 3822.—By KESHAB DAS DE.  
BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEM No. 3817 received from H. F. Marker (Pondar, India); of No. 3818 from Koodie and John F. Wilkinson (Alexandria); of No. 3819 from R. F. Morris (Sherbrooke, Canada); of No. 3820 from C. H. Watson (Masham), Jas. C. Gemmell (Campbelltown), R. J. Lonsdale (New Brighton), E. M. Virars (Norwich), R. C. Durell (South Woodford), H. W. Satow (Bangor), G. H. Betts (Bradfield College), Joseph Wilcock (Southampton), E. J. Gibbs (Upton Manor), S. Downs (Huyton), H. Cockell (Pence), and Mark Dawson (Horsforth).

CORRECT SOLUTIONS OF PROBLEM No. 3821 received from D. S. Watson (Hastings), A. H. H. (Bath), A. S. Beresford (Muswell Hill), A. W. Hamilton-Gell (Eaerter), J. Waters (Newcastle-on-Tyne), R. C. Durell (South Woodford), A. R. Rolinson (Golden's Green), Montagu Lubbock, H. B. (St. Leonard's-on-Sea), J. S. Forbes (Brighton), J. C. Starkhouse (Torquay), Alan Simpson (Warrington), H. Grasset Baldwin (Farnham), R. J. Lonsdale (New Brighton), H. W. Satow (Bangor), J. Fowler, and Albert Taylor (Attercliffe).

J. C. CAIRNS (Waterbury, Connecticut, U.S.A.)—You have quite overlooked the fact that, if Black plays as you suggest, 3. P to K 8th becomes Kt. and mates hold good in both cases. You may generally take for granted that, if there is any mistake in our problems, it is soon discovered and is acknowledged within three weeks of publication.

CHARLES WILLING (Philadelphia).—Most welcome, as usual.

KESHAB DAS DE (Calcutta).—Your last contribution will appear in due course. We regret to hear of the temporary interruption in your communications.

J. B. CAMARA (Madeira).—If you do not know what P takes P *en passant* means, we can only refer you to some elementary treatise on the game. We have no space to explain it here, but it is a proper move in chess.

C. F. WAY (Emsworth).—We cannot examine problems without author's solution. Your solution of 3819 is correct, and acknowledged in due place.

MRS. ROSLING (Reigate).—We regret we cannot reply by post. In our printed solution the key of 3817 was given as K B 3rd, an obviously impossible move. It should have been K B 3rd. After that, Black can do whatever he pleases—mate must follow on the next move. If, for instance, he plays P takes Q, White answers with K takes P (mate), and so on.

PHILIP V. EARLY (Hatsban, South China).—The variation you mention is technically called a short mate, and in no way invalidates the problem as a three-mover. Black is supposed to play the best possible defence, but in no case can delay the mate beyond the stipulated number of moves. If he does not do this, it is his own look-out.

W. MORGAN RICHARDS (Liverpool).—There is only one way to solve 3815, and that is by the key printed, 1. P takes P *en passant*. Neither of your proposed solutions is effective.

We regret to learn that the name of a solver who has figured in our list for many years will appear no more. Mr. John Isaacson, the correspondent in question, died at Liverpool on Sept. 4.

The City of London Chess Club announces the following programme for the ensuing winter: The Gastineau Cup (Championship) Tournament for players of the First Classes; the Mocatta Cup Tournament for players of the Second Classes; the Russell Cup Tournament for players of the Third Classes; the Barrett Cup Tournament for players of the Fourth and Fifth Classes. There will be several prizes in each tournament, and non-prize winners will receive back one-fifth of their entrance fee for every game won, provided no game be scored against them by default. The Merton Cup Handicap and a continuous tournament will commence early in 1920.

THE BRITISH CORRESPONDENCE CHESS ASSOCIATION.—The results of the Tropics Tourney 1918-1919 are just to hand. In Class I. Mr. J. D. Chambers wins with a score of 6 out of 7 games, closely followed by Messrs. T. W. Newman and W. H. Gunston with 5½. He will hold the Silver King for the year. This is the third time that Mr. Newman has finished second without losing a single game. In Class II. Mr. F. E. Darby holds the Silver Queen for the year; while in Class III. Messrs. G. Johnson, C. M. G. and F. O. Coleman tie, and will each hold the Silver Knight for six months. Anyone wishing to compete in the new tourneys should communicate with the Hon. Sec., Mr. I. E. Matthews, 154, Parris Lane, Monton Eccles, Manchester.

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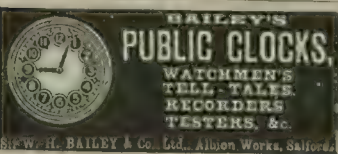
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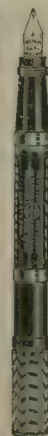
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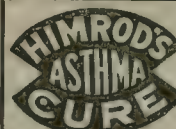
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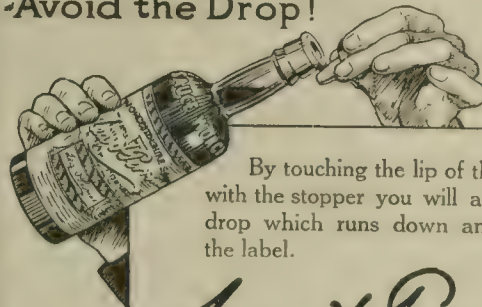
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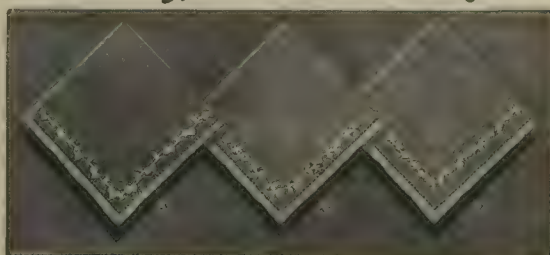
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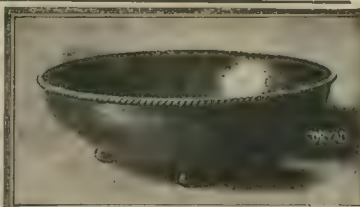
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## THE CHRONICLE OF THE CAR.

## Motor Fuel from Water!

A fortnight ago the motoring community were mildly startled by reports of certain tests carried out at Nottingham, on which a Napier car was run on a fuel consisting of water to which were added certain chemicals. The formula seems to be the discovery of a South American chemist, who demonstrated his invention—if it can be



A LUXURIOUS TOURING CAR: A 40-H.P. SIX-CYLINDER LANCHESTER FIVE-SEATER.

called that—in the United States some year or more since, when it was said to have given very satisfactory results. As to the Nottingham test, it appears to have been above suspicion, and I think we may accept it that this chemical fuel will do what is claimed for it. That, however, is not to say that all the problems connected with such a fuel have been surmounted, or that we are in sight of a complete revolution in the fuel supplies of the world. A great deal of the mystery surrounding this undoubtedly wonderful discovery is being dispelled in a series of articles in the *Motor*, which appears to have very full information in the matter. The story of its projected development by

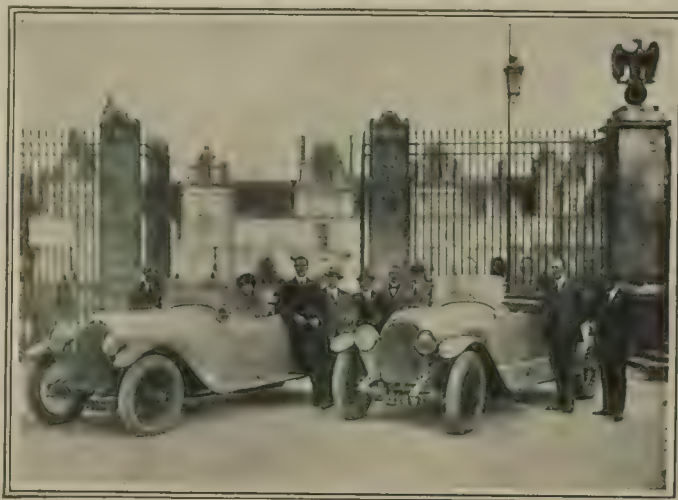
the discoverer is rather interesting. It would seem, as I have said, that the tests carried out in America were quite satisfactory and that a large corporation entered into an agreement to develop and market the fuel. At the eleventh hour, however, it was discovered that the inventor, in filing his patent specifications, had omitted one essential ingredient of his formula which he refused to disclose until he could secure patent rights all over the world. Obviously this could not be done while the world was at war, and, quite rightly, the corporation in question has taken action in the courts to compel disclosure of this essential part of the formula.

That is not all. The British Government, to whom the use of such an invention, which might have rendered this country independent of imported petrol, was desirable, got into touch with the inventor and tried to purchase the formula, but without success. Apparently the grounds on which he refused to disclose the complete specification were substantially the same as I have indicated—that during the war he could not adequately protect his rights in the invention. Obviously the Government could not entertain the purchase of an incomplete formula, nor could it very well place itself and the future of war-fuel supplies in the hands of a single person. The negotiations, therefore, fell through, and nothing much has been heard of the chemical fuel until the Nottingham tests the other day.

Is it Acetylene? It is a curious fact that all the tests in America seem to have been carried out under conditions which precluded the obtaining of samples for analysis. As a matter of fact, it appears probable that this was not thought to be necessary, inasmuch as those to whom it was submitted were under the

erroneous impression that they were in possession of the complete formula, and that analysis, therefore, was redundant. After it was discovered that there was a missing ingredient, the oil was removed from the sump of an old engine in which the tests had been conducted, and analysed, in the hope that enough of the unconsumed fuel had found its way past the pistons to give an idea of what this missing chemical might be. Of course, it was hardly to be expected that satisfactory results could be obtained from such an analysis, for obvious reasons. However, it appears to have been ascertained, with reasonable certainty, that the water remains unchanged and only acts as a medium for conveying the hydro-carbons contained in the chemicals through the carburettor to the combustion chambers. The most useful discovery seems to have been that there were strong traces of acetone present, and from this the theory is deduced that, acetone being capable of absorbing large volumes of acetylene gas, advantage is taken of this property to use it as a conveying medium for acetylene. This is, of course, largely a matter of assumption, but it nevertheless seems to have a solid basis of tenability.

(Continued overleaf.)



OUTSIDE THE GATES OF FONTAINEBLEAU: TWO OF THE NEW EIGHT-CYLINDER DARRACQ CARS.

MOTOR SHOW, November 7-15



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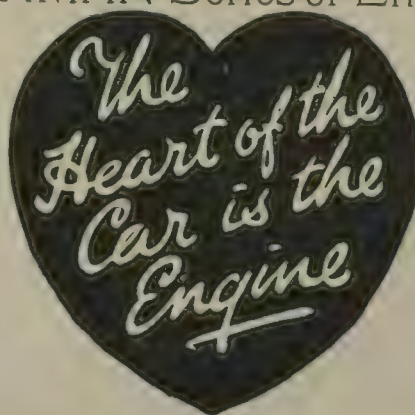
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Continued.

Assuming the correctness of the theory, the next thing to be decided is whether acetylene carried in this way is likely to be of real use as a substitute for the older hydrocarbons used as motor-fuel. We know that acetylene has a marked deleterious effect on certain metals, but whether this will prove to be an insuperable bar to its use I am not sufficient of a chemist to say. That is the first thing which will have to be decided. Years ago I carried out some experiments with a number of gases, using an old motor-cycle engine for the purpose, and among them was acetylene. In order to damp the explosion, which is more a detonation than an explosion, I had to fit a water drip-feed over the valves, and so far as actual running on the bench was concerned, there was nothing of which to complain. Indeed, my recollection is that it was perfectly satisfactory. Unfortunately the tests were not continued for long enough to ascertain the effect on the castings. I mention these tests merely to show that it is possible to run a motor quite reasonably well



IN NEW STREET, BAGHDAD: A 25-30-H.P. CROSSLEY TOURING CAR AS SUPPLIED TO THE R.A.F.

on this gas, and if it is really acetylene that is generated and if it has no ruinous effect on the engine, there would seem to be possibilities. We must wait, however,

for fuller information before presuming to pass a complete judgment.

**A Labour-Saving Device.** I have lately been testing a tyre-pump known as the "Engo-Flator," which is quite the best of the automatic pumps of its kind I have tried—and they have been quite a few. The pump itself weighs only 8½ oz., and is a simple arrangement of spring-loaded diaphragm and ball-valve, which is screwed in place of one of the sparking-plugs, or alternatively into a screwed hole in one of the exhaust-valve caps, and coupled to the tyre which requires pumping. The engine is started and run at a moderate speed, when the tyre will be inflated to within 5 per cent. of the engine compression. The first time I used this device, it inflated a 710-by-90 tyre from flat to 60 lb. per sq. in. in about three and a-half minutes, with no more trouble than was entailed in taking out a plug, replacing it by the "Engo-Flator" and making the change again.

[Continued overleaf.]

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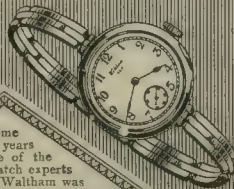
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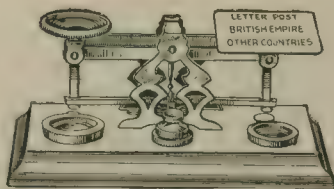
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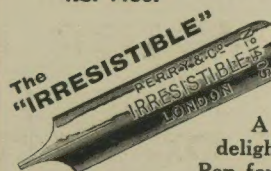
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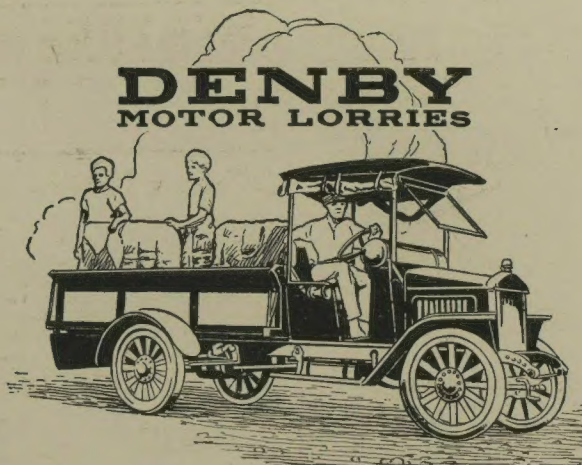
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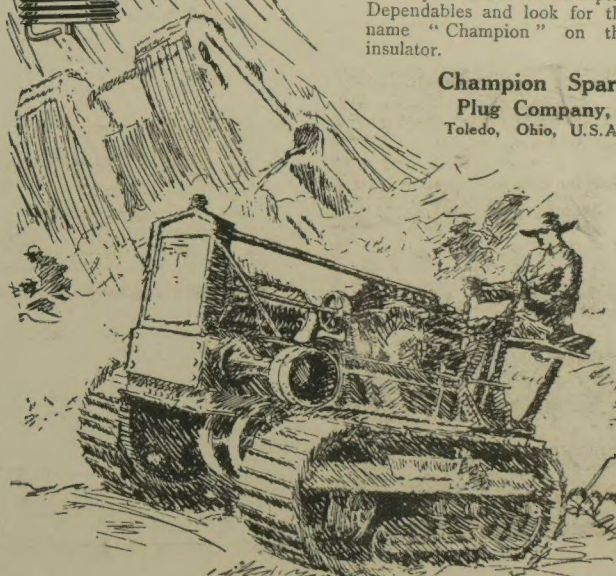
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Continued.]

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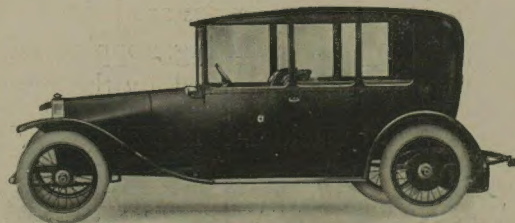
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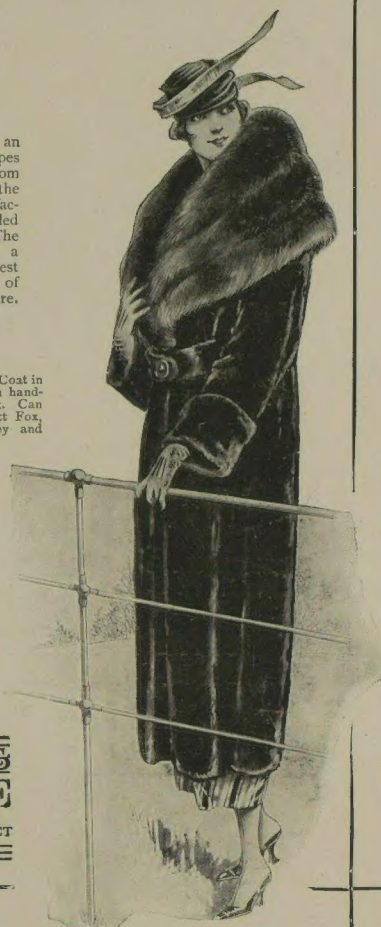
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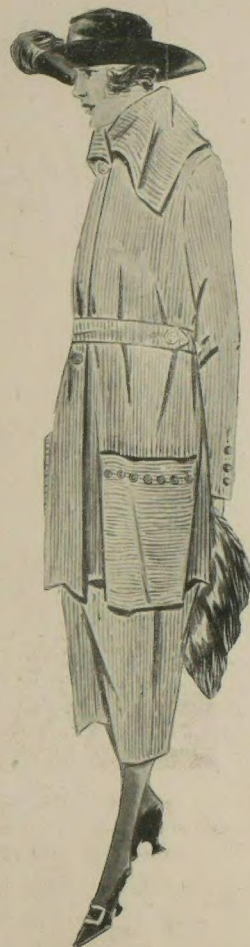
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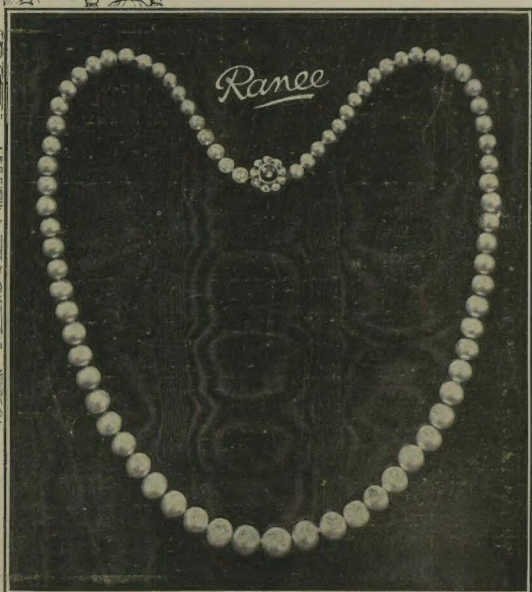
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